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THE SPHERE, JANUARY 25, 1947
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THE SPHERE

Vol. CLXXXVIII No. 2453 WITH WHICH IS INCORPORATED THE GRAPHIC JANUARY 25 1947

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The Empire's Illustrated Weekly

RESTORING CANTERBURY'S STAINED GLASS—ONE OF THE GREAT WINDOWS OF THE CATHEDRAL ALMOST COMPLETE AFTER BEING REMOVED FROM WARTIME STORAGE IN THE VAULTS: Twenty-two windows were removed, and they are now being put back under the supervision of Canterbury's stained-glass expert

Canterbury Cathedral had a most fortunate escape when the Luftwaffe descended upon the almost undefended town in the course of the so-called Baedeker raids, but it is doubtful if the Cathedral's magnificent twelfth- and thirteenth-century stained glass would have survived the concussion had it been *in situ*. As it was, twenty-two windows were stored for safety in the crypt and vaults, and now, under the supervision of Mr. Caldwell, the glass is being restored to its rightful place. Mr. Caldwell, a veteran of eighty-four, has a 4,000-piece jigsaw to unravel, and most of the answers lie in his own mind. With the help of five men he removed the panels in 1939, and he can remember without reference where nearly every piece goes. Now he climbs the window scaffolding at Canterbury three times a week, and slowly but surely the great windows are taking shape. Not all the Cathedral glass is old, but the west window in the nave, and many of the windows in the Trinity Chapel, are twelfth- and thirteenth-century work beyond compare and of priceless value. The Caldwell family has looked after the Cathedral glass for three generations

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Goose and its Eggs.—

The food strike is over. What will be the next hold-up ? We need not throw our hats in the air until we are assured that this latest instance of industrial unrest has rammed home a cardinal point or two which vitally concern the nation's very existence ; and rammed them home in the minds of Ministers, T.U.s and workers. The public outside have long since been horribly aware of them. First, these strikes are nothing abnormal after world wars, which unseat all human reason, relax all discipline, and, by the example of squandermania for war, invite all who have lost reasoning powers to hope for profit for themselves by withholding their labour and making pistol-point demands. After 1918 the strikes were bigger and even more disastrous to national recovery. But these smaller, unauthorised strikes reveal a (still not unnatural) greater degree of individual indiscipline and loss of reason. The evil is contagious to a degree. The men of one industry claim to have gained something from their action, and the men of another allied industry catch the infection and determine to share the divide while the going is good. The vicious circle is constantly enlarged and cannot be pegged down or reduced until one of two things is done. Either a nation-backed stand is taken to fight to a finish against the lawless section, to fight until it be proved that no profit can come of unauthorised sectional strikes except by a return to work and by the machinery which exists to settle all disputes ; which machinery may well require urgent speeding up. Or, by a larger scale, nation - wide propaganda effort, launched by the Government, to compel the workers of every industry to accept once more the basic common-sense of one of the cardinal points of economics—the parable of the goose and the golden eggs. There is no such bird as a goose which can indefinitely lay golden eggs. A record-laying domestic hen carries on only for a brief season, and then only if fed and nurtured with the best available foods and attentions. (What poultry-owner to-day disputes this ?) This country of ours is bankrupt. Nothing can get her her discharge but a vastly-increased output. Our productions must be marketed at prices which our clients will pay. If wages rise beyond a point which has been reached, production costs make such prices impossible. There is hardly a raw material to-day which has not reached an uneconomic price, and the rise in wages combined with shorter hours of work is the prime cause. The goose was moribund in 1945. It is very near death to-day. There is no argument that can shake the fearful logic of this fact. It must be driven home, and the whole nation must co-operate to drive it home and to keep it in mind. And then the door will be open to a vital decision, to be thrashed out by all the leaders in industry—the pegging of wages, here and now, until the corner is turned and a fair and full balance-sheet can be worked out.

A Plea for Mercy.—

To the Victorians and Edwardians there came a time, as they entered the seventies of their lives, when they began regularly to note the deaths of their contemporaries and to remember that *la vie est brève*. The elder generations to-day, having endured two world wars, discover that this sad phase has been ante-dated by a decade or more. Their own expectation of life (whatever the statistics available may declare) has been severely cut by their experiences during their maturity. The fact cannot be ignored. It must be in the experience of thousands of the relevant ages. They and their contemporaries are worn-out, untimely. What does that mean ? If it means anything, it means that human beings have been bearing burdens too heavy for endurance. It means that efficient Government must take more sympathetic note of the strain of bare existence ; first, to excuse and show tolerance for lapses ; second, to reduce by every means the burdens which economic conditions and political policy impose on everyday life. It means that before a decision is taken to impose one more form or inquisition or responsibility on housewife or shopkeeper or businessman or other worker, second thoughts should search the possibility of avoiding it ; and first and last thoughts should concentrate on lightening the burden, not tightening the chain, of organisation. The first thought of Government to-day should be not how much more can each citizen contribute to the effective working of a common-welfare plant, but how much less ; in the best interests of an increased load. The plea for mercy and sympathy should not be ignored. It is a paradox that the Ministry of Health (for one single instance) in its concern for improving the nation's health should base its plans on a system which must for ever increase the already intolerable burden of forms and should assume that the average citizen still possesses reserves of strength to assume an extra load.

Paris in Twenty Minutes.

—Paris is brought as close to London as Wimbledon to Hyde Park Corner. We throw up our hats. Another great victory in the everlasting fight with time and space. The Romans thought they had achieved final victory in A.D. 200 or so. And all civilisation remained of that opinion for 1600 years. For Sir Robert Peel could not improve on the trans-continental time of the last Governor of Roman Britain posting from Rome. But now we can fly from Paris to England in twenty minutes and from Rome in an hour or so. No further need for a Duke of Wellington to play Pooh-bah while the Premier-elect stages slowly home. Think what it means in improved communications ! And with a new *entente* on the tapis. I do think of it, and all that comes of my reflections is the feeling that improved communications have not correspondingly improved our knowledge of, or our love of, our neighbour-nations, and that bad news and evil germs have had priority seats for three decades in our new public speed-transports. We threw our hats in the air for Blériot. We rang the bells. We should have wrung our hands. It has been the chief experience of a generation that—*bad news travels ever faster* ! But soon, perhaps, we shall begin to profit by all our scientific cleverness. It is high time to make a start.

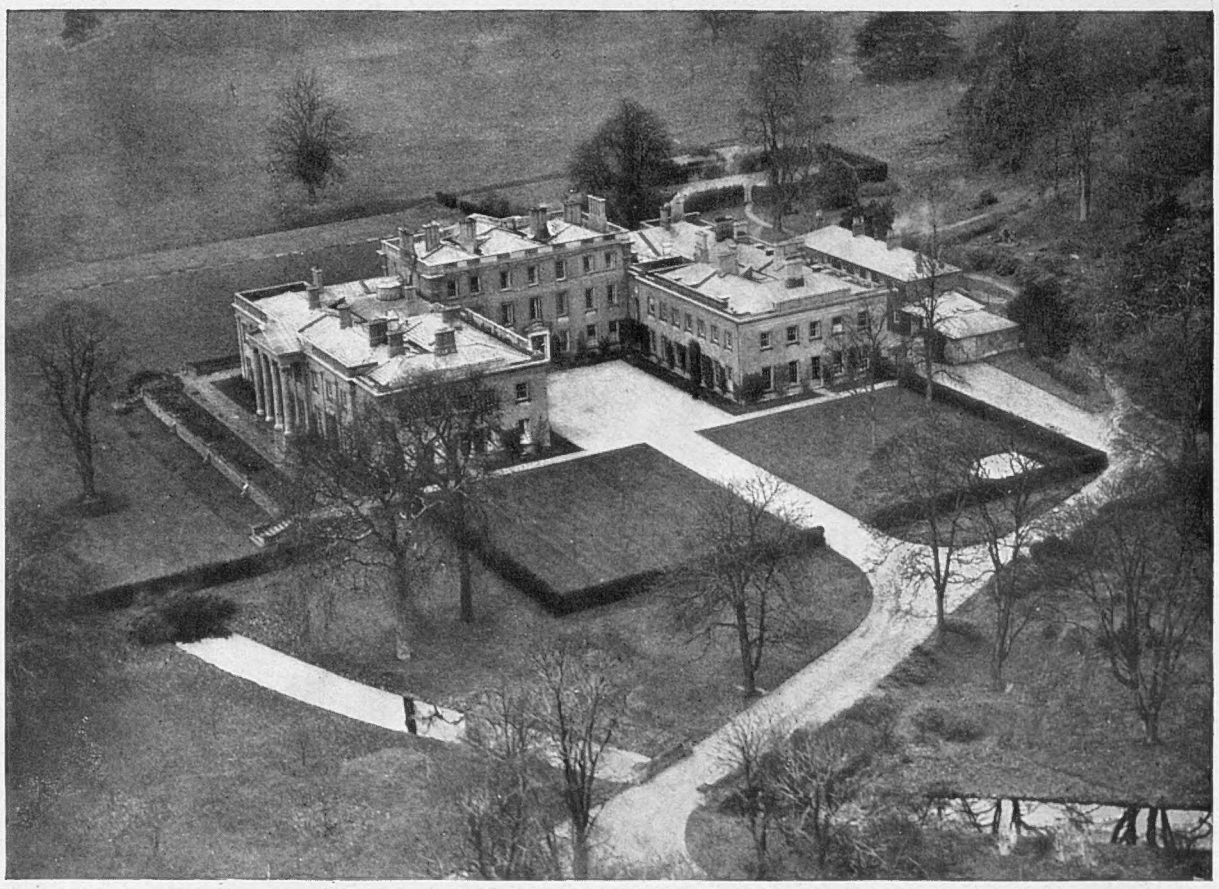
The Trembling Promise.—

These days at the end of January have occasional compensations. Hard winter may yet lie before us, east winds and snow and frost, damp homes and cold hearths. But the darkest days of the (perhaps) darkest, most tragic winter in Europe's history are gone by, and the year has turned. I see it, whenever the sun blinks out, as I do my chores before breakfast. A chaffinch is singing, the buds on the currant-ribes swell redder, crocus and daffodil are showing through the earth and turf. The pigeons are cooing and tumbling again. Even the grass is beginning to look more green than brown, and primroses can be gathered in sheltered nooks. Even that " distressing biped," the half-starved hen, is showing signs of interest in oyster-shell, developing a livelier red on its comb and a paler yellow on its legs. Who knows ? An egg may be round the corner where lurks spring. And, indeed, we want an egg and a spring and any other pleasant surprise packet after months of darkness and cold and fog and frustration, with nothing more cheerful to read about than unofficial strikes and international quarrels and stalemate conferences, starvation and air disasters. We do not expect a February like 1946, do not perhaps desire it ; we do not assume that—

" Winter's rains and ruins are over
And all the season of snows and sins."

But we are thankful at least to realise that once again it is—

" The night that loses, the light that wins."



HIMLEY HALL BOUGHT BY THE WEST MIDLAND COAL BOARD—THE ANCESTRAL HOME OF LORD DUDLEY, LYING BETWEEN DUDLEY AND WOLVERHAMPTON, WHICH WILL ACCOMMODATE SIR BEN SMITH AND HIS STAFF OF 250 : The Hall, with its spacious ballroom, squash court, and luxury swimming-pool, was purchased by Sir Ben for £45,000, the deal being brought off by private treaty in the face of bids from hotel syndicates, local corporations, and Mr. Butlin, the holiday-camp pioneer. Himley Hall was built in 1740 on a site which had been in the hands of the Dudley family since 1314 and which was mentioned in Domesday Book. Among the royal visitors to the Hall have been Edward VIII., now Duke of Windsor, the present King, when he was Duke of York, and Queen Mary. The Duke and Duchess of Kent spent their honeymoon there in 1934. Sir Ben Smith, in commenting on his purchase, declared " It is a bargain for the nation." It appears that 62 acres of the surrounding land cover a rich open-cast coal area. This will not be excavated immediately, Sir Ben states

O.M. in 1908.—

These names make news ! A correspondent sent me the list of members of the Order of Merit in 1908. This Order was then six years old. With the exception of the three Japs—whom we no longer wish to remember—it is indeed a list of distinguished men (and one woman) in many fields. Will the present membership attain as high a distinction in the eyes of posterity forty years on ? I don't know why not. Here is the list of 1908 : *Holders of the Order of Merit* 1908—Field-Marshal Earl Roberts ; Field-Marshal Viscount Wolseley ; Lord Rayleigh ; Lord Kelvin ; Lord Lister ; John Morley ; Admiral of the Fleet Sir Edward H. Seymour ; Sir William Huggins ; Field-Marshal Sir George White ; Admiral of the Fleet Sir John A. Fisher ; Sir Lawrence Alma Tadema ; George Meredith ; William Holman Hunt ; (Field-Marshal The Marquis Ariyoshi Yamagata ; Field-Marshal The Marquis Iwao Oyama ; Admiral Heihaciro Togo) ; Earl Cromer ; James Bryce ; Sir Joseph D. Hooker ; Florence Nightingale ; Professor Henry Jackson. Apropos to it, a misprint in my recent paragraph on women and the O.M. seemed to suggest that I had forgotten Florence Nightingale. Far from it. Lytton Strachey's account of Douglas Dawson offering the bauble at her death-bedside is burned on my memory.

THE OLD STAGER

Judging by the large amount of correspondence received by the Publisher, there seems to be some doubt in the public mind about posting British periodicals *to countries overseas*. There is no difficulty at all now, and the Publisher will be pleased to send THE SPHERE to any address abroad on receipt of remittance with order. Subscription rates (including postage):

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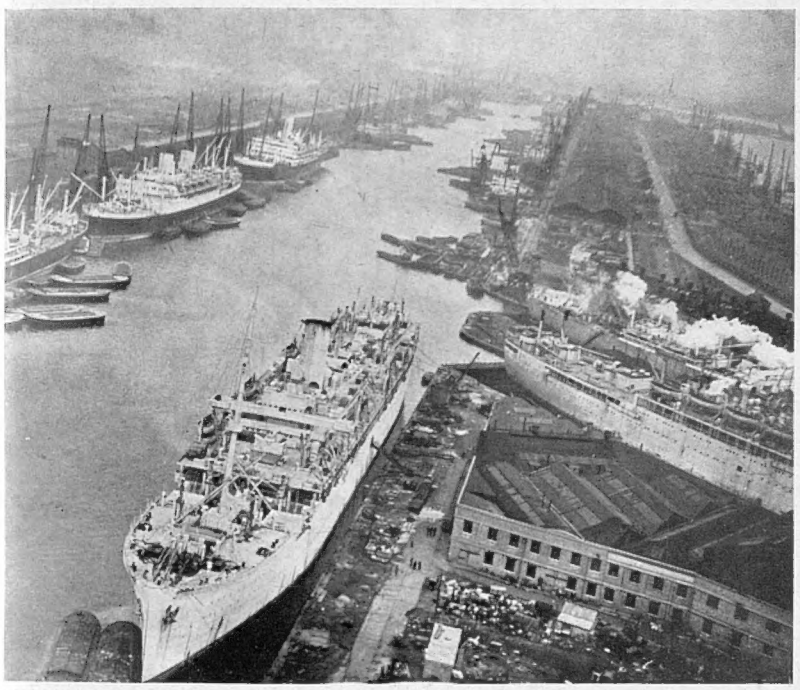
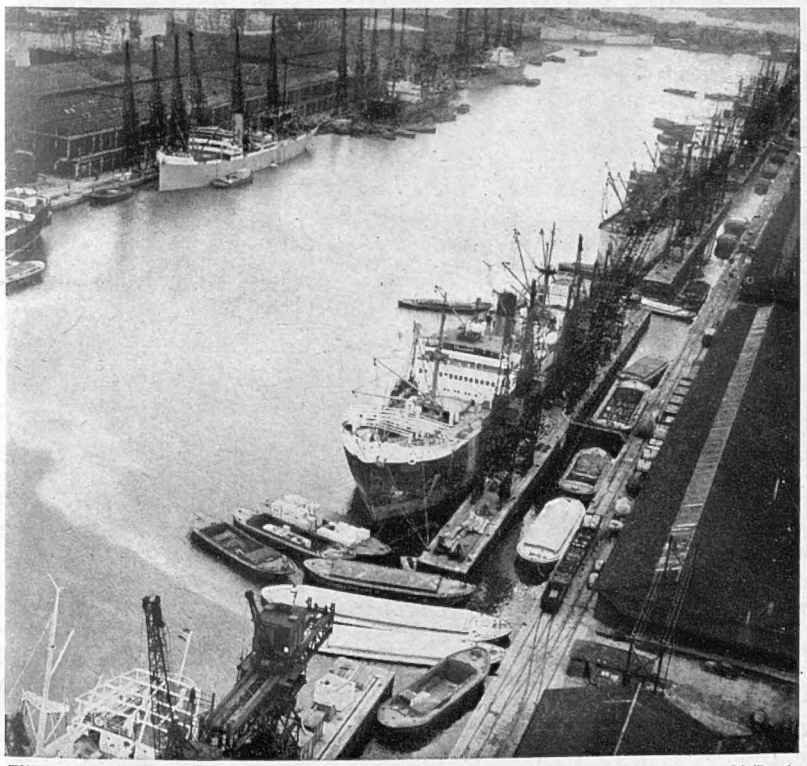
THE SILENT POOL OF LONDON : All was quiet on the great river when London dockers and stevedores went out on strike in support of the transport workers. On the Surrey bank, where onlookers are usually deafened by the rattle of the cranes, ships lay silent along the deserted wharves. Tower Bridge, lit by brilliant January sunshine, looked down upon a port where more than 100 vessels were waiting to take on or unload cargoes

LAST WEEK IN THE LONDON DOCKS

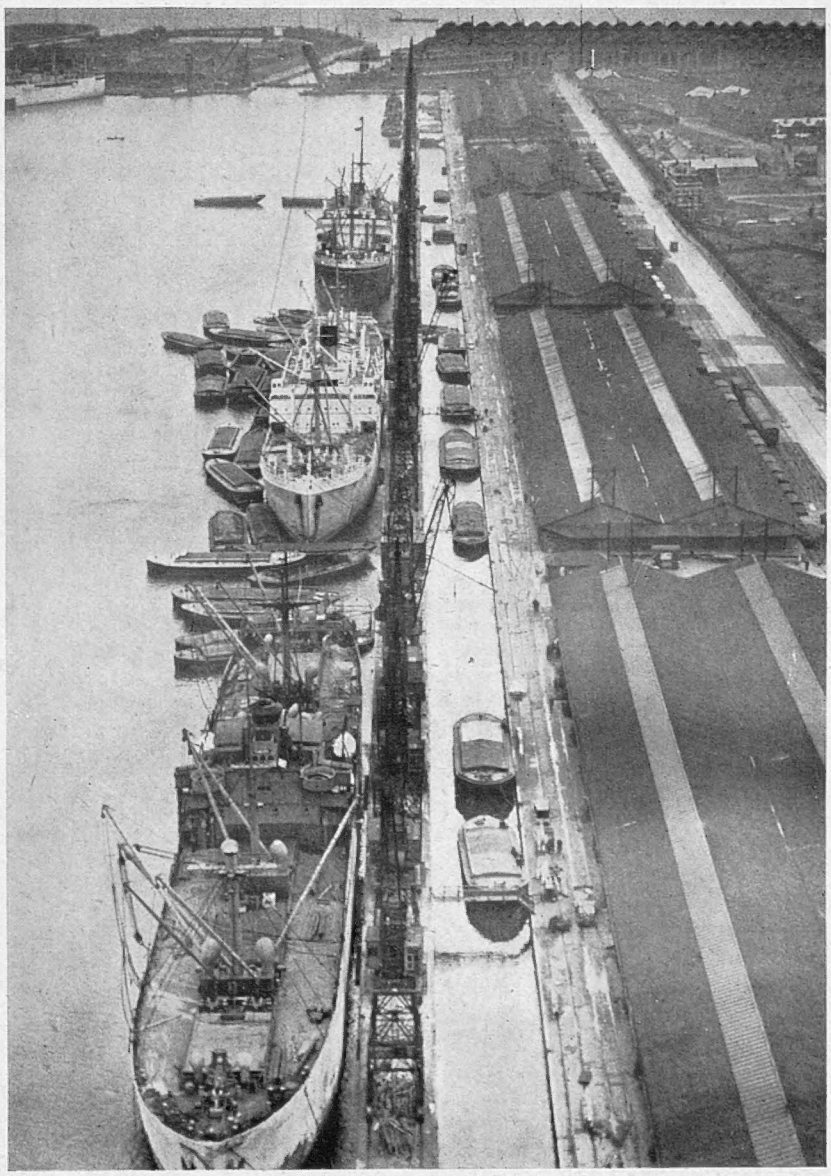
Ships Held Up at the Quaysides as a Result of Last Week's Stoppage of Transport



EVERYTHING STOPPED AT THE KING GEORGE V DOCK : Another scene typical of the suspended animation of the Port of London while 10,000 dock workers were idle. The dockers' strike was unofficial, but those who did not strike were unable to work



THE BARGES AWAIT THEIR CARGOES : An overhead view of the King George V Dock showing cargo vessels untended at the wharves. In addition to the dockers, 2,000 lightermen went on strike, so even barges which were full remained idle on the river



IMPORTS AND EXPORTS AT A STANDSTILL—IDLE SHIPS, IDLE CRANES, IDLE LIGHTERS, AND IDLE RAILWAY WAGGONS : A scene of complete paralysis at the London docks, where many precious man-hours were lost

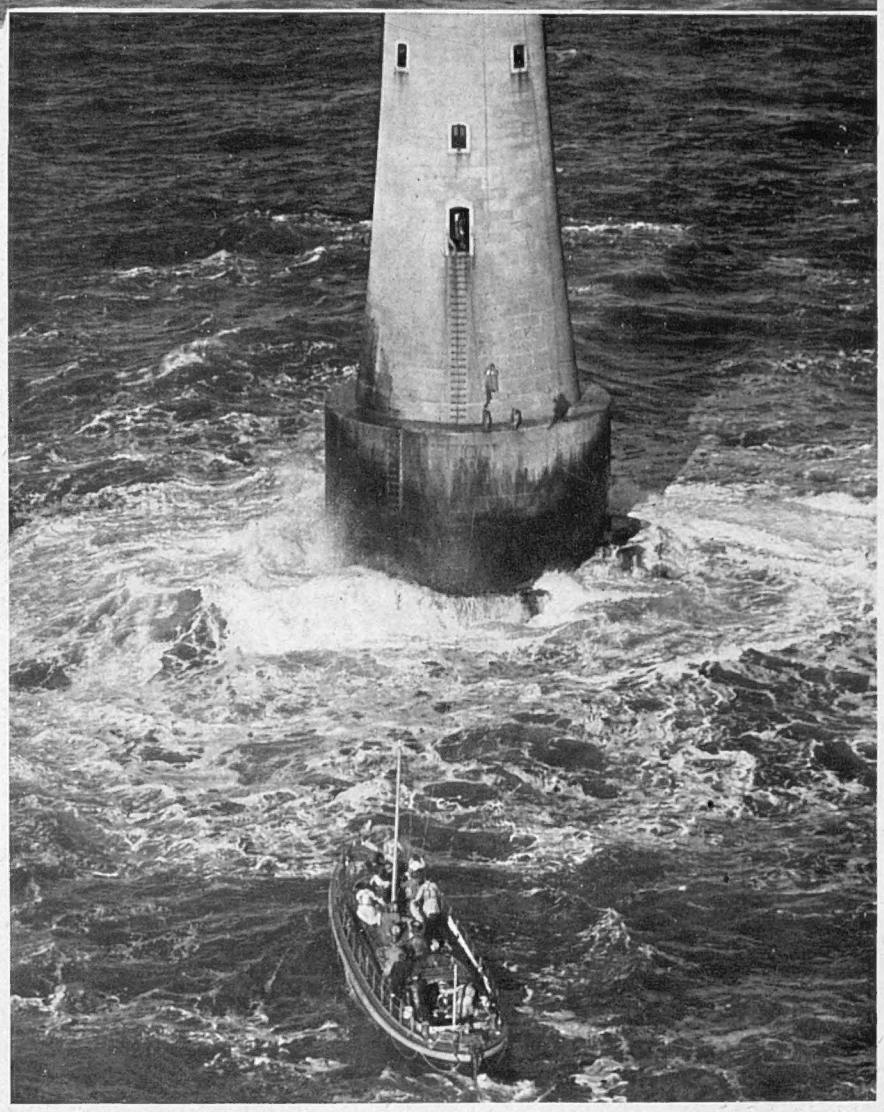
In Britain every man and woman knows that our commercial future hangs upon the success of our export drive, but for many precious working hours last week ten thousand dockers and stevedores came out on strike and the cargoes at London docks in the holds and on the wharves, were left unhandled. The scene in the Pool and at the important King George V Dock was one of utter desolation. At some of the other docks, such as Surrey Commercial, the stevedores were out and the dockers in, while at Royal Albert the dockers were out and the stevedores in; but the general effect was one of commercial paralysis at a time when the nation could ill spare a single man-hour. The dockers took the view that if they did not strike in support of the transport workers they could not, in turn, expect support if and when they themselves made further demands. By last week-end the strike was resolved, and the docks sprang into life once again, but the country, as a whole, looked back on the episode with regret for the past and misgiving for the future

THE RELIEF BOAT APPROACHES : An aerial picture taken above the Bishop Rock Lighthouse, where B.B.C. commentator Edward Ward and engineer Charles Coombs were fenced in by gales for twenty-nine days after going out to the lighthouse to give a Christmas broadcast. The relief boat is seen on the extreme right as it approached the rock

TWENTY-NINE DAYS IN A GRANITE COFFIN

The B.B.C. Men are at Last Relieved on Bishop Rock

When Edward Ward stepped ashore at St. Mary's, Scilly Isles, after twenty-nine days on the Bishop Rock Lighthouse, he declared "That was my first visit to a lighthouse—and my last." Mr. Ward and B.B.C. Engineer Coombs went to the Bishop Rock for a Christmas commentary, but all attempts to relieve them failed owing to the prevailing high seas. "After a week or so," said Mr. Ward, "I began to think of the lighthouse as some great granite coffin. The food problem became acute towards the end. We had taken enough with us for several days, and then the keepers helped us out. After a time the keepers had to radio Trinity House for permission to break into the stock of emergency rations. Every day my thoughts were dominated by the hope that the next day might bring relief," said Ward, "and when you're banking on that, it is hard to settle down to think about anything else"



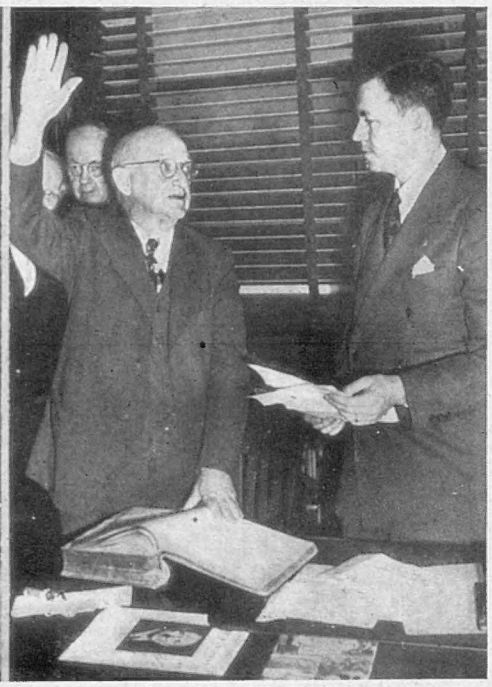
THE MOMENT OF RELIEF AFTER BEING MAROONED FOR TWENTY-NINE DAYS : The St. Mary's lifeboat standing by as B.B.C. commentator Edward Ward and his colleague, Engineer Coombs, were brought across from the lighthouse by lifeline. One of the men can be seen in mid-air when making the descent to the boat

AFTER ELEVEN WEEKS IN ATLANTIC ISOLATION—MUCH-NEEDED SUPPLIES ARE CARRIED BY PLANE TO THE LONELY DUBH ARTACH LIGHTHOUSE : The keepers waving from the lantern gallery as a Scottish Airways plane made one of its five journeys out to the rock with newspapers, mail and tobacco. The plane is seen (*on right*) as it flew low over the rock, where it succeeded in dropping the packages safely. The keepers at Dubh Artach have been without relief for eleven weeks, the tremendous gales of November, December and early January having made it impossible for a boat to approach. Dubh Artach is situated ten miles out in the Atlantic off the Scottish coast and long spells of duty are taken as a matter of course by the keepers

THE COMEDY OF GEORGIA'S GOVERNORSHIP: Ellis Arnall and Herman Talmadge in a Duel for Control at Atlanta

HOW THE TROUBLE BEGAN—THE OLD GOVERNOR RESISTS THE CLAIMS OF "THE YOUNG PRETENDER" TO THE GOVERNORSHIP OF GEORGIA: Thirty-nine-year-old Ellis Arnall (left), the retiring Governor of Georgia, and his rival, Mr. Herman Talmadge (second from right), with Mrs. Talmadge, Senior. When they came face to face in the State House at Atlanta, Mr. Arnall refused to surrender his office, on the ground that Mr. Herman Talmadge has not been elected by popular vote, but merely nominated by the State Legislature to fill the post to which his father, Mr. Eugene Talmadge, was elected last November. Mr. Eugene Talmadge has since died, and Mr. Ellis Arnall has claimed that the only rightful successor can be the Lieutenant-Governor, Mr. Thompson. The controversy, which has had many comedy aspects, has led to fighting between rival factions in Atlanta and to some sharp exchanges between the henchmen of Arnall and Talmadge. On January 15 Mr. Talmadge took possession of the Governor's office and the executive mansion, and Mr. Arnall then established his rival Governor's office in the rotunda of the Capitol building. On January 16, when Mr. Arnall went to the Capitol, he found that the locks on his office doors had been changed overnight, and a fight between the rival parties then ensued upon the office stairs. On January 19 Mr. Arnall resigned, but not before Mr. Thompson had been sworn in as Lieutenant-Governor and had announced that he would assume at once the Acting-Governorship of Georgia

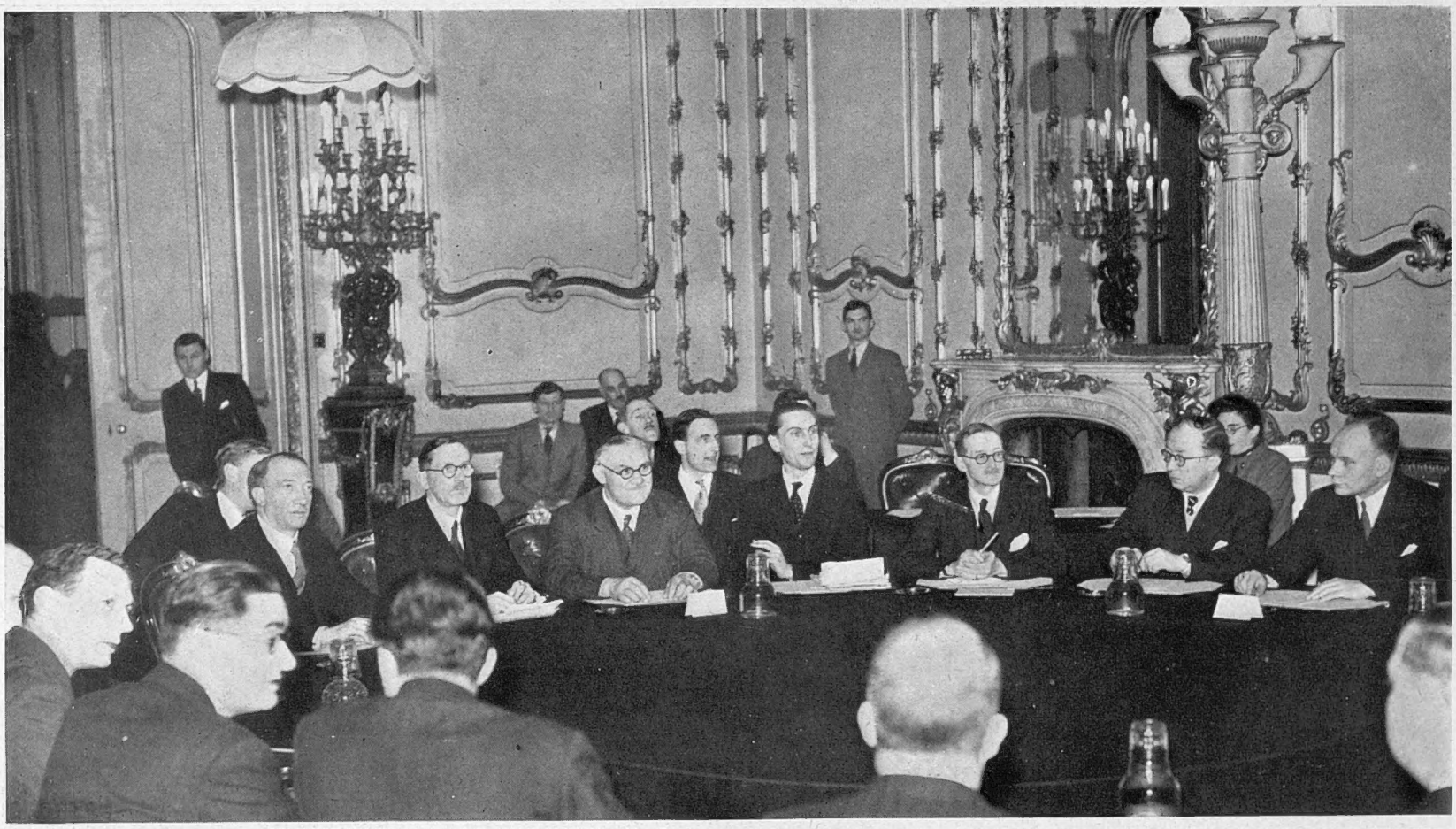
ELLIS ARNALL IS SHOWN THE DOOR: A member of the State Patrol and a supporter of Mr. Talmadge escorting the ex-Governor of Georgia from the executive mansion. Arnall refused to relinquish office to anybody but the new Lieutenant-Governor. He claimed that Talmadge had no right to the office, as he had not been elected by popular vote



THE TWO GOVERNORS GO TO WORK: *Left*—**Colonel Collins, of Atlanta, being sworn in as Chief of Police by Ellis Arnall, and** (*right*) **Charles Redwine being sworn in as a Revenue Commissioner by Talmadge. On one day the two Governors each swore-in a complete staff**

HERMAN TALMADGE SITS IN THE GOVERNOR'S CHAIR: As the son of Eugene Talmadge, who ruled Georgia "in red braces and a ten-gallon hat," the Legislature chose him to succeed his father, but Arnall claims this act usurped the prerogatives of the people

GOVERNOR TALMADGE HARANGUES THE CROWD AFTER TAKING THE OATH OF OFFICE: The thirty-three-year-old son of Eugene Talmadge (three times Governor of Georgia) is seen (*right*) being installed in office at the State Capitol after being elected by the Legislature to take his father's place. *On the left* he is addressing the people outside the Governor's office and calling upon them to go home. Talmadge undoubtedly won the first round in this battle, but at the beginning of this week feeling in Georgia was beginning to harden in favour of ex-Governor Arnall and the candidature of the Lieutenant-Governor



THE FIRST MEETING AT LANCASTER HOUSE : Mr. Bevin, Britain's Foreign Secretary, welcoming the Deputies of America, Russia and France who have been conferring in London with the Deputies of Britain and attempting to build the framework for the German Peace Treaty which will be decided upon by the "Big Four" at the Moscow Conference in March. Mr. Bevin is seated between Sir William Strang and Lord Hood

PAVING THE WAY for the GERMAN PEACE TREATY

Mr. Bevin Welcomes the Deputies to the London Meeting

How to prevent Germany again threatening the peace of Europe. That is the problem that will beset the "Big Four" when they meet in Moscow on March 16; but meanwhile their Deputies have been getting together at Lancaster House, London, and they hope in the next few weeks to hammer out a plan which will prove satisfactory to Mr. Bevin, Mr. Molotov, General Marshall and the French Foreign Secretary (whoever he may be) when they forgather. Mr. Bevin welcomed the Deputies at Lancaster House, and after his departure they set about their weighty task. On matters of procedure they were quickly agreed, and it was arranged that the chair should be taken in rotation

BRITAIN'S FOREIGN SECRETARY WELCOMED THE DEPUTIES OF THE FOUR NATIONS : Mr. Bevin seated between the U.K. Deputies, Sir William Strang (left) and Lord Hood. Lord Hood is a former private secretary to Lord Macmillan

THE FRENCH AND SOVIET DEPUTIES : M. Couve de Murville (left) and Mr. Gusev in conversation before the opening meeting at Lancaster House. M. de Murville, it may be remembered, represented France at the recent meeting of the "Big Four" in New York after M. Bidault's departure for France

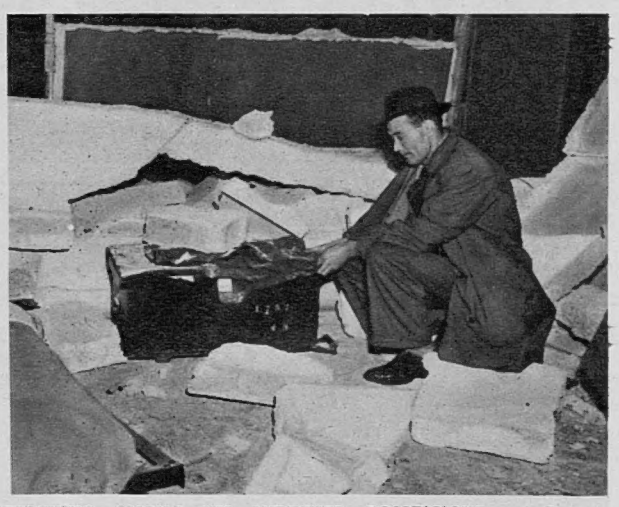
THE UNITED STATES DEPUTIES : Mr. Robert Murphy and General Mark Clark on arrival at Lancaster House. General Clark will play a vital part in advising on the Austrian Treaty, which is being discussed at the same time as the German Treaty, and his recent experiences in Austria will prove of immense value

STILL ANOTHER BOMB OUTRAGE AT HAIFA

The Police Headquarters Wrecked by an Irgun Terrorist

THE HAIFA POLICE CANTEEN IS WRECKED BY THE BLAST : A scene in the courtyard after an Irgun terrorist had driven in with a van containing half a ton of explosives. Three minutes after he had dashed away into the darkness the van blew up, shaking the whole of Haifa and wrecking a part of the building. Six men lost their lives, four of them being Arab policemen and two of them British policemen

THE WRECKAGE OF THE VAN WHICH CONTAINED HALF A TON OF EXPLOSIVES : The van, which had been stolen from the police, was driven into the courtyard by an Irgun terrorist wearing police uniform and carrying forged identity papers. While the fuse was burning, some of the occupants of the building had just sufficient warning to allow them to take adequate cover



SEARCHING AMONG HIS WRECKED POSSESSIONS : A British policeman rescuing his locker from his wrecked bedroom

THE WORK CONTINUES IN IMPROVISED HEADQUARTERS : The temporary police H.Q. set up after the Haifa explosion. Many of the police received head wounds from shattering glass

Irgun Zvai Leumi, broadcasting after the attack on the Haifa police headquarters, took full responsibility for what occurred. This latest outrage was planned with some ingenuity, and as the stolen police van, laden with explosives, passed the sentry at the entrance to the police headquarters, the driver's Palestine policeman's uniform and his forged identity papers aroused no suspicion. Having driven the van up against the canteen, the terrorist evidently lit the three-minute fuse and made a dash for safety. Five shots were fired at him, but he made his escape, and meanwhile a full-scale alert was raised. Many police officers and men, however, failed to reach safety before the van blew up. The Haifa police headquarters is six storeys high

THIS POLICE CAR WAS BOMBARDED BY FALLING MASONRY : A scene of wreckage in the courtyard outside the Haifa police canteen. The police headquarters later caught fire and the flames spread to the adjoining post office. Several people taking a Sunday stroll along Haifa's main street were injured by splintering glass

DOLLAR HELP for PALESTINE TERRORISTS

An Alarming Aspect of the Present Conflict in the Holy Land

By FERDINAND TUOHY

A YEAR ago, General Morgan, of Unrra, spoke his mind about the Jewish "exodus" across Europe in the direction of Palestine. After being humiliated and snuffed under, he was eventually forced out of his key job.

The General was 100 per cent. right, as events proved throughout 1946 and continue to prove to-day.

Palestine-bound Jews, carefully selected, continue to move from Eastern and Central Europe through the American zones of Germany and Austria. Into France chiefly, in which country a maximum of 8,000 Jewish "refugees" are allowed to be in transit at any one time. An unknown number are simultaneously illegally in transit. Many others trickle over into Italy, or down through the Balkans. Ports of clandestine embarkation are divided between French Mediterranean harbours, Sicily and the "Toe" of Italy, and the Aegean.

They are usually small "forgotten" ports, or surprise new ones like Monaco, where a vessel was recently stopped when on the point of leaving with 600 Jews packed aboard. None are now forgotten by the R.A.F., which keeps a constant check on suspect vessels in port, the whole way round from Port Vendres, in the Eastern Pyrenees, to Salonikan waters. At this writing, twenty-five suspect vessels are said to be under observation, lest they suddenly get up steam, maybe after a deal has been done transferring a ship to foreign ownership. Neither the French nor anybody else can prevent the acquisition or chartering of ships registered under a foreign flag.

THE UNWANTED WANDERER : Professor Johan Smertenko, Vice-President of the American League for a Free Palestine, who was taken into custody, prior to deportation, following his arrival in London last week by plane from Paris and in defiance of a Home Office ban. On reaching Croydon Smertenko declared : "Nothing will happen to me." Later in the day, after interviews with immigration officials, three Special Branch detectives took him off to Wallington Police Station where he spent the night

And the net effect is that, in addition to the Royal Navy having to work overtime, policing the Eastern Mediterranean and risking mines like those laid in the Corfu Channel, in addition to the R.A.F. patrolling and the costly upkeep of many thousand Jews in Cyprus, between two and three of the finest British divisions have had to be retained in Palestine, or sent there.

Due to the bitterness that has since been generated on both sides—Zionists who keep the terrorist groups in being, and British troops under the perpetual strain of mean attack—the position is worse than when General Morgan spoke out truly, as a man, last January. What is particularly galling is that the two countries that could do most to slow down terrorist activities are supposed to be our friends : the United States and France. Each talks roughly the same language in excusing itself.

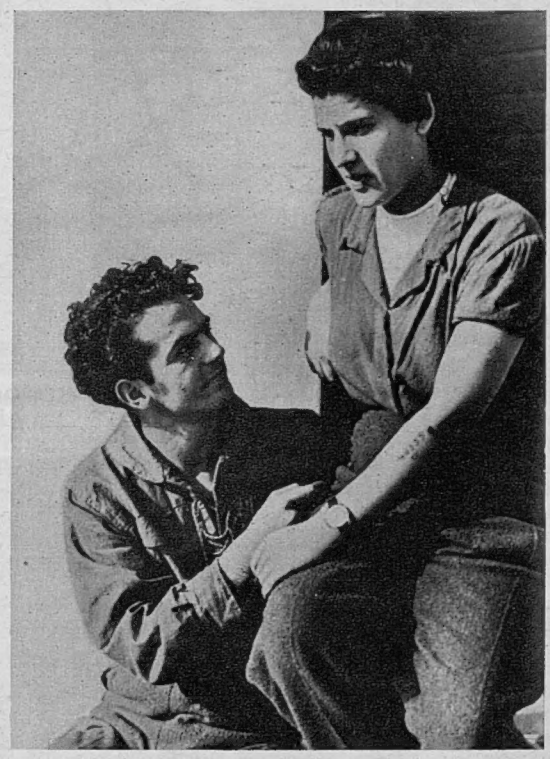
It would be "abhorrent to the American freedoms" to suppress the outsize advertisements in the U.S. national newspapers calling for funds with which to make things as difficult as possible for hard-pressed Britain in a certain part of the world ; while the right of asylum for political refugees justifies the extremely well-organised elevated and underground "railways" by which Jews are sent on their way from the American zones in Germany and Austria, many of them with forged papers, after they have been "fattened up" at Unrra and kindred camps and hostels.

The French, for their part, have "their own problem of maintaining their humanitarian tradition towards political refugees," demur at the British suggestion that the Jewish transit camps be moved to the centre of France from their present positions near the Mediterranean coast, and make (officially) the highly un-French comment that, "short of placing a gendarme behind every refugee," nothing can be done to hinder the Jewish movement across France—this, despite the fact that a great deal of it is openly admitted to be illegal !

To do them justice, the French place the main onus where it rightly belongs : on the flow of Jewish "refugees" from the American zones under a stimulus which touched the limit with the placarding of Salzburg last summer with recruiting appeals to "join the finest army in the world," or words to that effect, the finest army being Irgun, the Stern and kindred groups.

Behind the two protestations of adhering to humanitarian principles are other considerations.

The vast Jewish influence on American life, especially in decisive New York, militates against action liable to lessen Zionist chances of achieving a National Home in the Holy Land ; while it is no secret that very influential official quarters in France are of pro-Zionist sympathies. A parallel explanation of hesitant French intervention bears back to our hastening of France's exit from Syria and the Lebanon. The French always held that we acted as we did in the hope of thereby achieving a solution to our Palestine troubles, and now there 's a tendency to get even.



AT LAST THE PROMISED LAND ! A young couple who survived the horrors of Auschwitz during the days of the Nazi terror, seen on arrival at Haifa. They were among the first Jews to be sent to the Cyprus camps after interception off the coast of Palestine, and when this picture was taken this month they had just been admitted to Palestine under the terms of the quota. With them were 750 other refugees from Cyprus. On the girl's left arm can be seen the concentration camp number indelibly marked by her Nazi gaolers

Such, then, is the background against which action has been broadened in the police and diplomatic field, to cut the funds which go to support the Jewish terrorists in Palestine, as distinct from money collected on behalf of the Zionist movement as a whole. The aim is to prevent as far as possible the stealthy forwarding of funds expended on the following : the financing of would-be Jewish terrorists to ports of departure for Palestine ; the acquisition or chartering of ships for the voyage thither ; the purchase of weapons, explosives and the paraphernalia of terrorist warfare, either on the European mainland, or, later, by bribery, in Asia Minor and Egypt.

How many the terrorist groups amount to in numbers is a varying guess. The lowest aggregate mentioned has been 3,000 active partisans, the highest, 12,000. As usual, the correct figure is probably midway between the two, though never more than a fifth or a sixth of the total is thought to be active at any one resumed offensive. The terrorists themselves, being fanatics, require little more than their upkeep. Many thousand sympathisers who help and hide but do not commit outrages, likewise expect no gain. Yet the waging of such a "campaign" is no cheap matter, if only for the degree of bribery and palm-greasing that has to be undertaken, and it is manifest nonsense to aver, as a columnist in our Government organ did, that the terrorists steal "the £1,500 a month necessary to keep them going."

They steal right enough when short of funds, but, judging by their latest robberies of diamonds valued at £5,000 and £1,000 in cash, carried out at Tel Aviv and Nathaniya respectively, £15,000 a month current expenses might be nearer the mark.

While the bulk of the terrorists' support comes from the dollar, sufficient emanates from the thoughtless action of British tourists who want more francs than they are legally entitled to, to warrant present action being taken on the Continent by Scotland Yard and Bank of England officials. The Irgun, Stern and other groups want every pound and dollar they can come by, and the pound is the more popular because Palestine is in the Sterling Area, and because the pound is more readily acquired, more easily negotiable under cover, and more acceptable to those who supply the illegal Jewish organisations.

The attentive British visitor to Paris, Rome and Monte Carlo soon learns that a lively source of financial support to Irgun and so forth derives from trafficking in pound notes and travellers' cheques. A cunningly organised system of agents is in operation, having as its main centres—Paris, Rome, the Riviera and London.

In Paris are the "principals" who, mainly on the strength of big funds from America, supply their agents with millions of francs so that these are in a position to acquire all pound notes and travellers' cheques on offer in their vicinity. (Dollar notes are bought up in like manner, but they are much fewer in the absence of U.S. tourists.) This accounts for the readiness with which almost anyone in commerce will take notes and travellers' cheques : they know exactly to whom to go in order to cash them into francs at an exaggeratedly high rate.

This is particularly noticeable at spending resorts like Cannes and Monte Carlo. When I was on the Riviera at Christmas, the whole traffic suddenly closed down on it being spread about that C.I.D. men were visiting the bars and restaurants.

The pound (and dollar) notes are smuggled down to Rome, which is the chief purchasing centre. Couriers cross into Italy at Ventimiglia, and they also take gold and jewels which are apt to be sold by unsuccessful Riviera gamblers.

Travellers' cheques and cheques illegally given by tourists when abroad, are preferably smuggled over to London ; the notes acquired are surreptitiously taken back to France ; and thence on to Rome, which is evidently the handiest centre for the purchasing of hidden war stocks in Italy and the Balkans. A proportion is acquired from troops who fought beside the British.

A word about American support, which the terrorists depend upon, at bottom.

The advertisements are tax-free, as they are made for a charity, and our Ambassador's new approach is based on this odd aspect. He has pointed out that it is a queer charity which is collected by a friendly country, almost an ally, and goes to kill British soldiers. His aim is to get the appeals normally taxed, which would at least reduce the amount going to the terrorists and their recruiting, not to mention such matters as the training of commandos in the United States in the art of sabotage and in "jumping" sentries.

Heaviest American Zionist outlay goes in securing shipping at fantastic cost from French, Italian and Levantine captains and crews who demand huge bribes and "insurance" before they agree to sail in their ancient, unseaworthy vessels. This may account, in part, for the fact that American Zionists are now acquiring fast blockade-runners in the United States.

Although there is constant risk of anger getting the better of British troops exasperated by mean attacks made possible, in substantial measure, by American dollars, and although any departure from discipline (as occurred with the Black and Tans) would react very unfavourably on Anglo-American relations, little can be done beyond Lord Inverchapel's new tactic. Our best hope of an abatement of dollar help to the terrorists lies in the recent big American oil deals with King Ib'n Saud. These may, in time, bring about a less unfriendly American attitude to the Arabs than that represented by powerful American financial support of their bitterest enemies.

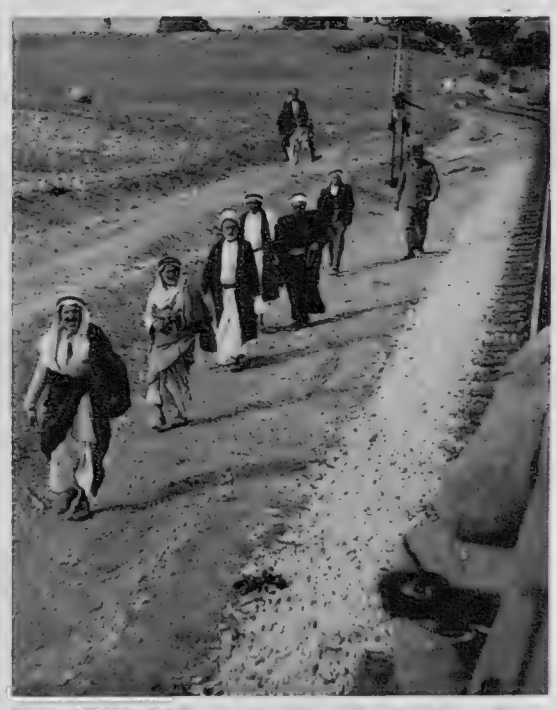
THE SEARCH FOR HIDDEN ARMS AND AMMUNITION—BRITISH SAPPERS USING MINE DETECTORS ON ROOFS AND WALLS WHEN COMBING OUT A PALESTINIAN SETTLEMENT IN THE TEL AVIV AREA: An artist's impression of the work in progress. In each military party there is usually a member of the Palestine Police Force to assist in the interrogation of the householders, and wherever possible an Engineer equipped with his detector. If the detector passes over any point underlain by metal, the earphones worn by the operator give out a continuous and unmistakable warning note—*Drawing by W. G. Whitaker*

MINE DETECTORS IN PALESTINE HOUSE SEARCHES

The British Army's New Technique In the Combing of Suspected Areas

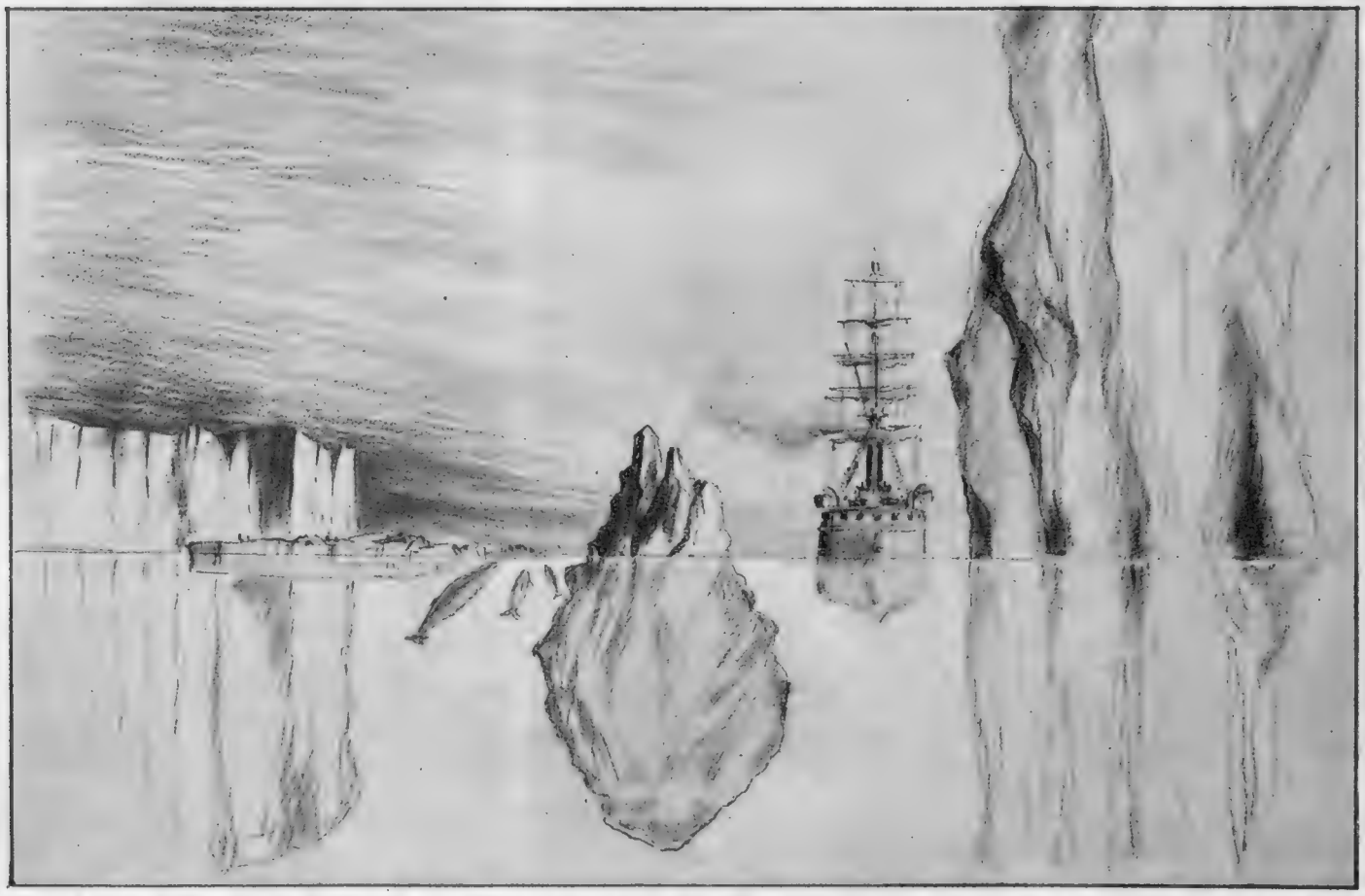
During the recent search for terrorists and for arms in the Tel Aviv area following the flogging of Major Brett and three sergeants, British troops were reported to be using mine detectors on an extensive scale, and in the settlement of Rehovoth, not far from the home of Dr. Weizmann, the Sappers discovered in a deserted house two pistols, 255 rounds of ammunition, and three road mines. In itself this was an unimportant haul in comparison with the great caches of arms which have been brought to light elsewhere in Palestine, but it may have provided an important clue to terrorist activity in the neighbourhood. These house-to house searches are exhausting affairs, and it requires all the ingenuity of the Palestine Police to elicit information and of the Engineers to find arms. Mine detectors are also being used by our troops for the protection of convoys, particularly of recent weeks when the mining of highways has become a regular practice. It was recorded at the beginning of January that a Bren-gun carrier was blown up in Haifa, one British officer being killed and three other ranks wounded

THE PROTECTION OF THE PALESTINIAN RAILWAYS: A party of British troops alighting at a small wayside station when about to take up patrol duties over a section of the line. Their truck has been shunted into a siding, and meanwhile the train is about to continue up the line with reinforcements for other more distant posts. The protection of the railways is a tremendous drain on military resources



EVEN ARABS MUST KEEP OFF THE TRACKS: When walking from one village to another the military authorities forbid them to go on the line, and any infringement might easily bring a burst of warning machine-gun fire from British troops

ADMIRAL BYRD'S AIRCRAFT-CARRIER "PHILIPPINE SEA" IN ANTARCTIC WATERS—THE 27,000-TON VESSEL STEAMING THROUGH THE POLAR ICE TO THE ROSS SEA: An artist's impression of the carrier, which is by far the largest vessel ever to penetrate the Antarctic. How the "Philippine Sea" will stand up to conditions in far South remains a matter for conjecture, and at the time of writing scientists all over the world are awaiting further news. It was announced on January 2 that when the carrier reached the Ross Sea, Admiral Byrd would take off in a D.C.3 transport—*Drawing by E. G. Lambert*



THE PERIL OF THE ROSS SEA—AN ANTARCTIC RESEARCH SHIP IN THE SHADOW OF THE GREAT BARRIER AND MENACED BY AN APPROACHING BERG: A typical scene in the Bay of Whales, where so many expeditions have encountered difficulties in the dramatic history of Antarctic exploration. The slightest contact with a berg may spring all the timbers in a vessel, and in the case of a steel vessel, such as Admiral Byrd's aircraft-carrier "Philippine Sea," irreparable damage may befall — *Drawing by Percy Home*

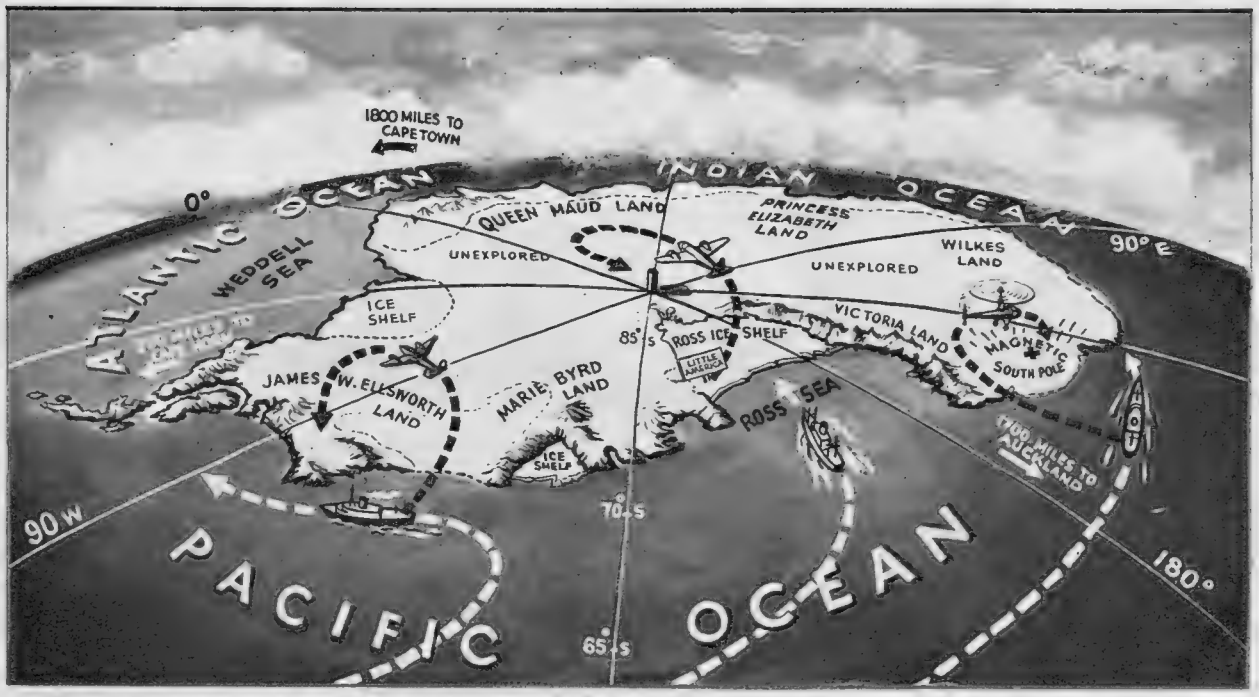
After Admiral Byrd, the American explorer, and Admiral Cruzen, of the United States Navy, set out for the Antarctic before Christmas with thirteen ships and a command numbering 4,000 men, news of their progress was scanty, but on December 30 came tidings that a Navy Martin patrol aircraft was missing, and a fortnight later the burned wreckage of the machine was discovered by a search aeroplane. Six of the nine members of the crew were reported to be alive.

The loss of three lives so early on in the expedition was a marked setback, and meanwhile the eastern and western groups of the U.S. Fleet continued to steam southwards. Admiral Byrd was reported to be on board the aircraft-carrier *Philippine Sea*, and he will use the carrier's heavy transport planes for the purpose of mapping hitherto unexplored portions of the Antarctic Continent. How the carrier will fare in the pack-ice of the Ross Sea is a matter solely for conjecture, as up to now it has not been customary for Polar explorers to employ heavy steel vessels. Admiral Byrd has an unrivalled experience of the far South, and he will not have forgotten what happened in 1934 when his ship was locked fast in the Bay of Whales and imperilled by the mounting ice pressure.

The *Philippine Sea* is a comparatively new ship. One purpose of her trip to the Antarctic will be to test her equipment under high-freeze conditions

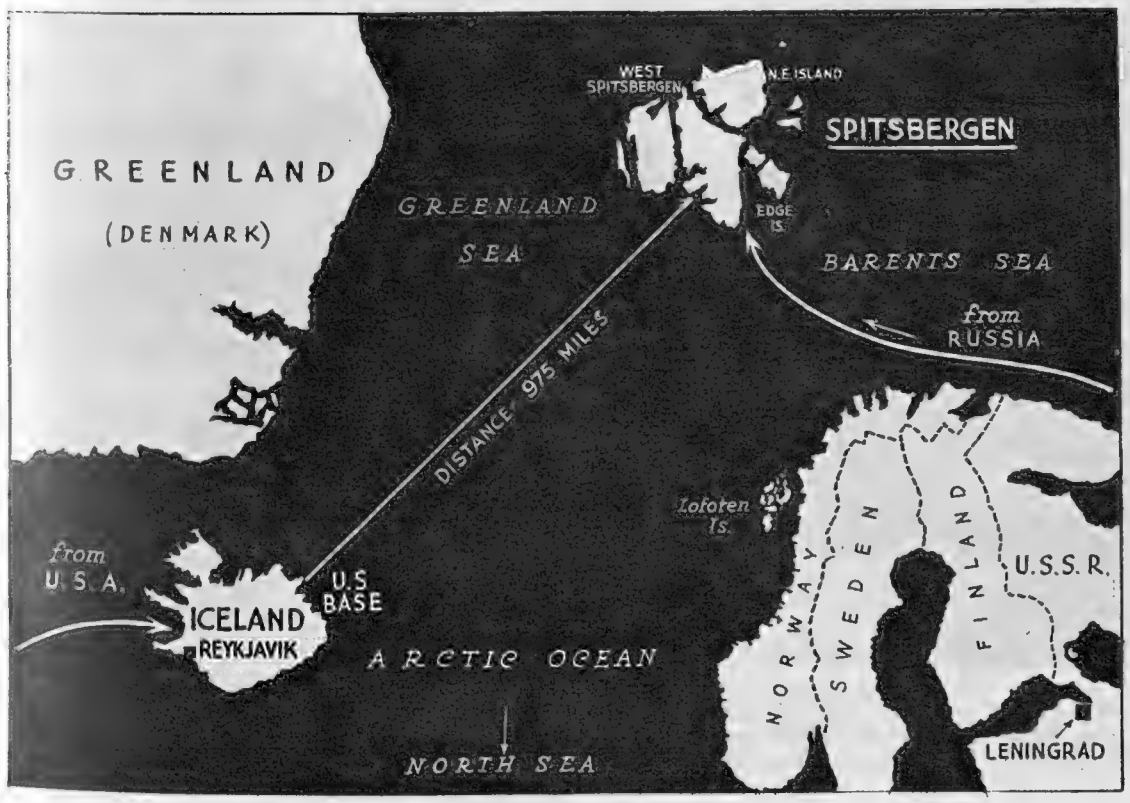
ADMIRAL BYRD GOES SOUTH

Heading for the Antarctic in a 27,000-ton Aircraft-Carrier



MAPPING THE SOUTH POLAR REGIONS BY AIR—ADMIRAL BYRD'S THREE-PRONGED ATTACK UPON THE ANTARCTIC: An artist's impression of the areas of the far South which the Admiral intends to explore with the aid of heavy transport aircraft. One survey will cover Ellsworth Land, a second will deploy inland from the Ross Sea, and a third will fly over the Magnetic South Pole. Many of the flights will be made from the aircraft-carrier "Philippine Sea," but before he set out Admiral Byrd stated that he was hoping to build an air base on the Antarctic Continent

CAPE PLATEN STRETCHES A FINGER TO THE ARCTIC: One of the most northerly points of the Spitsbergen Archipelago. The archipelago was probably discovered by the Norwegians in the twelfth century, but it was not until the discovery and exploitation of the rich coalfields in the present century that it passed under Norwegian sovereignty, this being acknowledged by the Treaty signed in Paris in February 1920. Five years later Norway officially took possession of the islands. Russia is now reported to have asked Norway for bases in Spitsbergen



RUSSIA AND SPITSBERGEN: As far back as the autumn of 1944 the Soviet Government raised with the Norwegian Government in London the question of revising the 1920 Treaty made in Paris and granting the sovereignty of Spitsbergen to the Norwegian crown. To-day it seems those discussions are continuing, and the Allied Powers which signed the 1920 Treaty have now been officially informed of the Soviet approach to Norway and request for military bases. The ownership of the islands, whose total area is just over 24,000 square miles, was a matter for long-standing dispute between Norway, Sweden and Russia, and long and fruitless negotiations took place in the fifty years preceding the 1914-18 War. It was not until 1925 that the Soviet Government signified its adhesion to the 1920 Treaty. Certain coal-mines in the Green Harbour area, south-west of Longyear, are owned by Russia, whose coal production from Spitsbergen in 1937 was twice that of Norway. During the war an allied raid upon Spitsbergen denied to the Germans the coal which undoubtedly they would have used, and the entire Norwegian population was brought back to England. Later, a small Norwegian detachment, engaged mainly in meteorological duties, occupied the islands. In a statement made in Moscow recently the importance of Spitsbergen to Soviet security was emphasised. It was urged that joint Norwegian and Soviet defence of the archipelago might be a practical possibility

On left—**THE SPITSBERGEN ARCHIPELAGO WHERE RUSSIA SEEKS MILITARY BASES:** A sketch map showing the relationship of the group to Iceland and Scandinavia. The total land area of Spitsbergen is about 25,000 square miles. At one time it was the resort only of trappers, whalers and hunters, but the discovery of good steam and coking coals has brought it into much commercial prominence

ICE-BREAKERS AT WORK ON THE RHINE: Two river tugs, with steel facings at the bows, cutting their way through the ice-bound water. Following in their wake is a heavily-laden petrol tanker

A Foreign Survey

EUROPE UNDER ICE and SNOW

King Abdullah's Journey : America Displays British Masterpieces

During the recent cold spell on the Continent, many rivers and canals were frozen over. In France coal supplies to the factories were delayed, while in Germany there has been a big hold-up in the distribution of rations and fuel. The situation has been at its worst in Western Germany, where there have been signs of industrial paralysis following the cessation of all coal transport from Königswusterhausen to Berlin. At the beginning of last week many factories were using up their last coal stocks

ROME IN THE MIDST OF A BLIZZARD: The Arch of Constantine bore a deserted air without the usual stream of traffic round it. Rome, with little fuel, is enduring a harsh winter

ICE-YACHTING ON THE ZUIDER ZEE: A converted fishing-boat equipped with steel runners sets sail in a fair wind. It is manned by inhabitants of the picturesque old fishing village of Volendam. Speeds of between 40 and 50 m.p.h. are obtained by this ice yacht. The outrigged sledges act as stabilisers and only hinder the vessel at the turns

KING ABDULLAH OF TRANSJORDAN LEAVES FOR TURKEY: The King on the quayside at Haifa, as he was about to embark on the Turkish Presidential yacht "Savarona." He had just inspected a guard of honour mounted by the Arab Legion and the Oxfordshire and Buckinghamshire Light Infantry. On the King's right hand is his second son, the Emir Naif

THE ARAB LEGION PROVIDE A GUARD OF HONOUR FOR DEPARTING KING ABDULLAH: The King of Transjordan seen as he completed his inspection at Haifa before going aboard the "Savarona" for his State visit to Turkey. The four-day official visit had a special significance in view of the fact that Turkey, although not a member of the Arab League, has of late shown a keen desire to improve relations with all the Arab States of the Near and Middle East. After the King left Ankara it was announced that a pact of friendship had been signed between Turkey and Transjordan, but the cordial atmosphere engendered by the visit was in part marred by statements in the Syrian Press, reproduced in the Ankara Press, taking exception to the visit on the grounds that the Alexandretta question remains unsettled

THE WEREWOLVES OF STUTTGART: Twenty-five-year-old Siegfried Kabas and fifty-seven-year-old Friedrich Engelhardt entering the courtroom at the head of their eight fellow-accused. They are charged with organising a secret resistance movement in the United States Occupied Zone of Germany and, in particular, with conducting a short-lived reign of terror in the Stuttgart area. The gang, with Kabas as its defiant ringleader, recently mined and burned a church conducted by an anti-Nazi pastor, and they put time-bombs in an American military gaol and three de-Nazification courts. Kabas confessed to an American military investigator that he tried to kidnap Gottlob Kamm, de-Nazification Minister of the Baden-Wurtemburg Government

SAYEDA STRUCK A POOR BARGAIN: An Egyptian girl with her four-months-old child after being arrested for implication in the Cairo Airport robbery. It appears that Sayeda's brother, Mohammed Gaffar, who worked at Almaza Airport, succeeded, with the aid of an accomplice, in stealing a £12,000 package of diamonds from an air-liner bound from South Africa to Jerusalem. He took the package home and gave some of the diamonds to Sayeda for disposal. She went to the Cairo jewel market, but for five of the gems received only a paltry £2 apiece. In addition, the jeweller's assistant informed the police, and in due course Sayeda, her brother and the accomplice were placed under lock and key

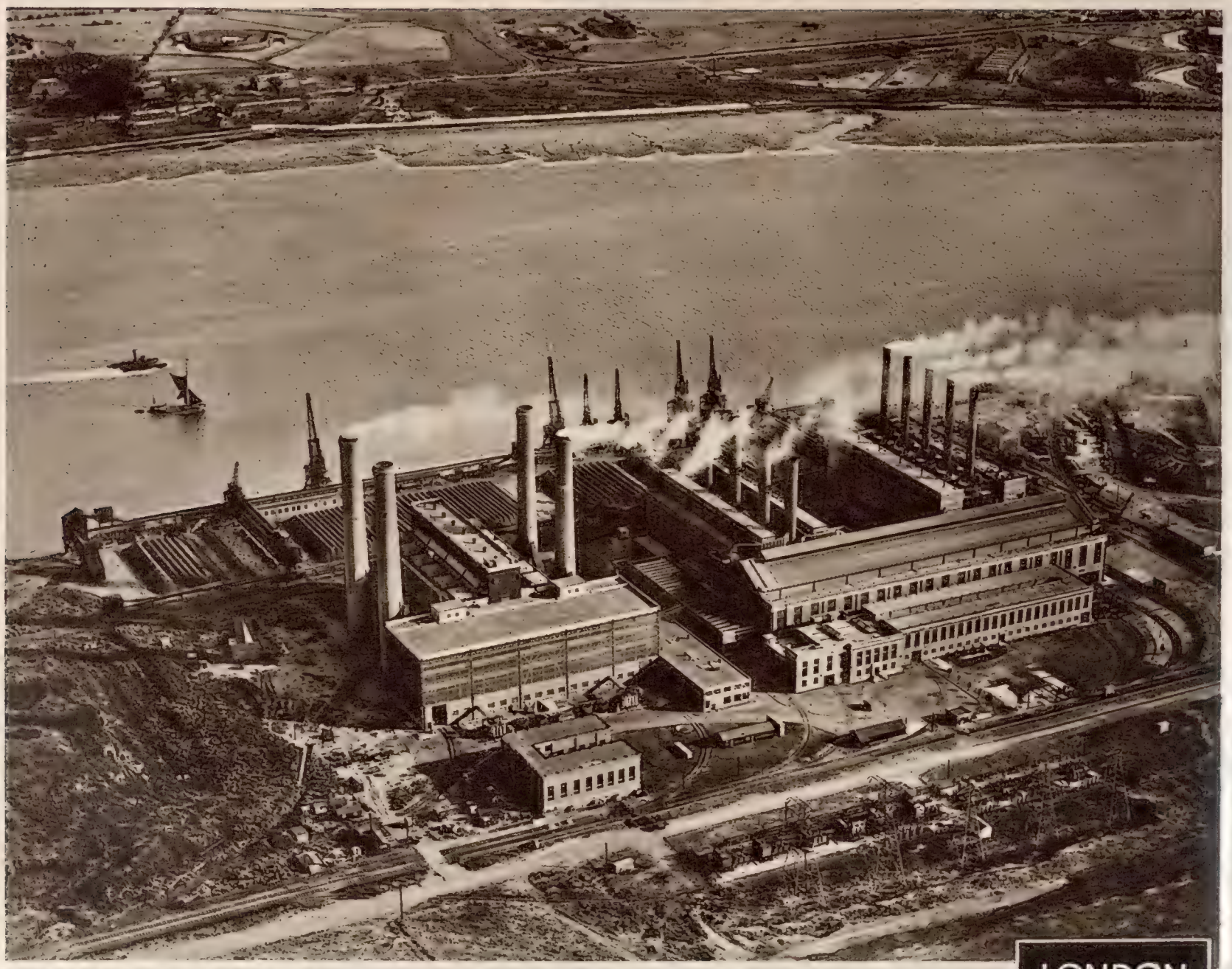
WANTED FOR LARCENY: Mohammed Gaffar (right) and his accomplice handcuffed together after being arrested at Almaza, Cairo, for the theft of diamonds to the value of £12,000 from a plane in transit

BRITISH OLD MASTERS CONTINUE THEIR TOUR OF THE UNITED STATES: Police and armed guards protecting a convoy of railway express trucks as it arrived at the Metropolitan Museum of Art, New York. In all, there are about sixty pictures in this £1,000,000 collection, Hogarth, Constable and Turner being well represented, and New York is the second stop in their tour of the Union. The exhibition was opened in the autumn in Chicago, the inaugural ceremony being attended by Lord Inverchapel, the British Ambassador, and since then it has attracted a constant stream of visitors

UNPACKING TURNER'S "A FROSTY MORNING": A celebrated National Gallery picture arriving at the Metropolitan Museum of Art, New York, for the Exhibition of British Masterpieces. The pictures, valued in all at £1,000,000, have been allowed to leave England under the terms of a new Act of Parliament overriding the former ordnance prohibiting their temporary loan abroad

THE GIANT TIN DREDGE "ROOSEVELT" IS LAUNCHED INTO THE MEXICAN GULF AT TAMPA, FLORIDA: The beflagged dredge seen at the end of the slipway as it was about to enter the water. The "Roosevelt" has been built by the Tampa Shipbuilding Company for the Billiton Company at the Hague, and it will be used to dredge tin from shallow waters in the Netherlands East Indies. The *Roosevelt*, and a sister vessel, the *Stuyvesant*, which was launched recently, are the largest dredgers of their kind in the world. They are 256 ft. long, with a beam of 76 ft., and weigh 1,500 tons. They have cost about £150,000 apiece

RUMANIA'S QUEEN-MOTHER VISITS THE QUEEN ELIZABETH MILITARY HOSPITAL IN BUCHAREST: Queen Helen, ex-wife of ex-King Carol and mother of King Michael, talking with Mr. Fred G. Sigerist, the representative of the American Red Cross in Rumania. Between them stands General Petre-Lazar, of the Rumanian Army. Queen Helen has for long been interested in the Red Cross, and she is a prime mover for better hospital conditions in backward Rumania. The Queen Elizabeth Hospital is for soldiers of the Rumanian Army, many of whom suffered in the Russian campaign when Antonescu sent contingents to aid the Nazis



LONDON'S MIGHTIEST POWER-STATION—THE GREAT GENERATING PLANT ON THE LOWER REACHES OF THE THAMES AT BARKING : An aerial view showing in the middle distance the wharves where the coaling vessels arrive with fuel from the northern coalfields. Barking is linked up with all the other big London power-stations under the grid system, and thus shares in the common load. Under the Nationalisation Bill London will be by far the most important of the fourteen administrative areas, consuming approximately one-fifth of the entire national supply

THE GRID LINK-UP IN LONDON—THE POWER-STATIONS WHICH AT PRESENT SHARE THE TASK OF SUPPLYING POWER THROUGH THE CENTRAL ELECTRICITY BOARD : Under nationalisation they will be subject to a new body known as the British Electricity Authority. This sketch looks westwards from the Thames Estuary. The grid consists of over 3,600 miles of 132,000-volt lines and more than 1,500 miles of lower voltage lines which span the whole country. The principal London power-stations, it will be seen, are situated near the river. This is partly for ease of coaling, as most of the fuel comes by sea, and partly because river-water is used for circulating through the condensers—*Drawing by S. E. Beck*

LONDON USES ONE-FIFTH OF THE NATION'S ELECTRICAL POWER

Her Place in the Nationalisation Scheme

When the Central Electricity Board began to build the grid system in 1927 they instituted a vital measure in planning.

Now the Minister of Fuel and Power proposes to carry the principle a stage further, and in a recent White Paper the purposes of the Electricity Nationalisation Bill were fully set out. As in the case of the Coal Board, Britain will be divided into administrative areas, and each of these will be subject to the British Electricity Authority.

An important consideration is adequate diversity of electricity load in each area, and, if possible, rural and urban loads should balance. In this connection the London area is intentionally being kept small in geographical extent, as if it was widely extended it might deprive neighbouring areas of valuable urban loads. The concentration of load in the London area will make it easy to handle.

WINTER REIGNS IN SCOTLAND

Dalwhinnie, Britain's Coldest Village : The River Tay Bursts its Banks

MID-WINTER IN THE GRAMPIANS : Men working in a 16-ft. drift of snow in an effort to dig vents leading to one of the aqueducts of Grampian Electricity Authority. By digging these vents, they are helping to ensure no flooding when the thaw comes

ONE OF BRITAIN'S ICIEST VILLAGES : Mr. George Ritchie, the local meteorological officer, taking a reading in the manse garden at Dalwhinnie, Inverness

THE WINTER BEAUTY OF THE HIGH HILLS : Climbers on Aonach Beag, one of the chain of peaks in the Ben Nevis district near Fort William, pause to admire the shapely outlines of 3,600-ft. Sgurr a Mhaim, which rises above the depths of Glen Nevis. Ben Nevis itself lies only a few feet below the line of perpetual snow, and in mid-winter this is most certainly no place for the inexperienced mountaineer

THE SNOW-PLOUGH CUTS ITS WAY ALONG THE GREAT NORTH ROAD : A truck pushing aside the drifts in the neighbourhood of Dalwhinnie and Balsporan, between Perth and Inverness. The trees beside this stretch of road have evidently acted as a snow-break, and as a result the drifts are several feet deep. Dalwhinnie in winter is always very much in the news, and as one of Britain's coldest spots it is maintaining its reputation in 1947. At the beginning of January a reading of 8 deg. of frost was registered. Later, when heavy snow fell, the temperature went up, but the Great North Road was rendered almost impassable by the drifts

DRIVING ALL BEFORE IT : A caterpillar snow-plough in action near Blackford, Perthshire, where there have been heavy drifts of recent weeks and traffic has been disrupted

While Dalwhinnie was proving once again one of Britain's coldest spots and snowdrifts were disrupting communications, farther south, on the Tay, floods were proving an almost equal menace. The flock of sheep seen in the picture on the right was caught up in the floods, and in the end the animals and their shepherds were rescued by a salmon-fishing boat which was rowed four miles to bring about a rescue. Many acres of farmland were under floodwater

WHEN THE RIVER TAY BURST ITS BANKS : Fishermen near Aberfeldy attempting to rescue a flock of sheep which got caught in the floodwaters. In the distance can be seen the shepherds wading up to their knees in the water in pursuit of their charges. Later on in the day they themselves got into difficulties and had to be picked up by boat

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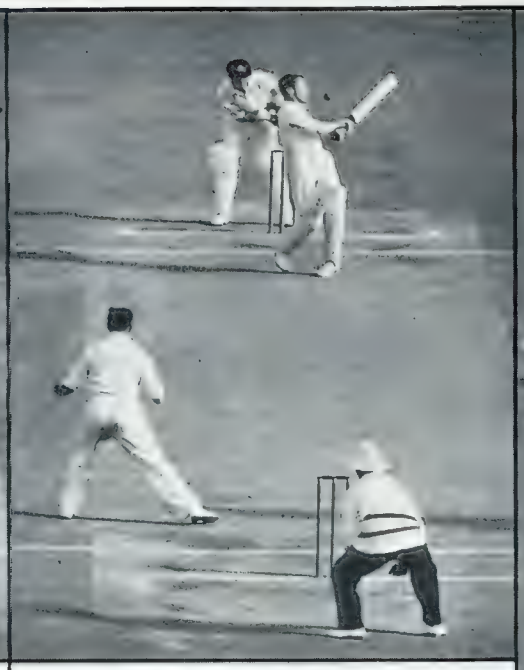
ENGLAND'S FIRST INNINGS—THE MAN WHO SAVED THE SIDE : Yardley bowled by McCool for a masterly 61 as England's first innings drew to a close. Yardley played the spin bowling with every confidence



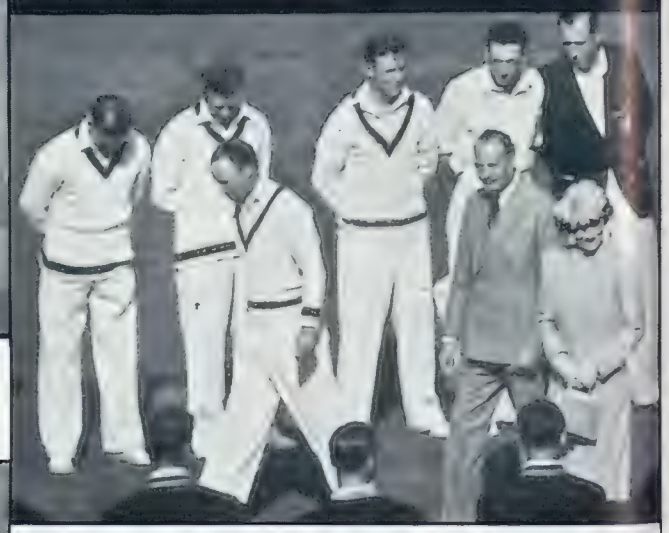
WRIGHT HAD A GO AT THE BOWLING : England's tail-ender trying to pull Johnson to the boundary. He was clean-bowled and the English innings closed at 351, 14 runs short of Australia's total

AN APPEAL THAT WAS NOT ALLOWED : Wicketkeeper Tallon and bowler Toshack call on the umpire for a decision against Washbrook, but England's No. 2 survived and then went on to score a valuable 62. The batsman at the other end is Bill Edrich, who made 89

WASHBROOK FALLS AND FIRST SLIP DOES A WAR-DANCE : The Lancashire batsman is caught at the wicket by Tallon off Dooland's bowling. This second wicket fell at 155, and Washbrook and Edrich had together added 147 runs. Washbrook's departure was the signal for a partial England collapse, the wickets of Compton and Hammond falling cheaply at a moment when England needed all the runs she could muster

THE DRAWN TEST AT MELBOURNE

How England Saved the Game and Australia Retained the Ashes



THE GOVERNOR-GENERAL VISITS THE MELBOURNE GROUND : The Duke and Duchess of Gloucester meeting the English and Australian players during a break in the English first innings. Escorting them down the ranks is Don Bradman, the Australian skipper

AUSTRALIA'S SECOND INNINGS—SUPPLICATION FROM WRIGHT, VOCIFEROUS DEMAND FROM EVANS: Bradman survives an appeal for l.b.w. In his innings of 49 the Australian skipper was at his sparkling best

YARDLEY CLAIMS BRADMAN'S WICKET YET AGAIN : The English vice-captain has caught-and-bowled the Australian skipper. Bradman is laughingly making his departure. His Test average is 137·25

MORRIS MAKES HAY : The Australian No. 2, who scored a monumental 155 before being bowled by Bedser, gives a hard chance to Hammond in the slips and, in doing so, adds two more to his score. Morris was truly the backbone of the Australian side on this occasion

LINDWALL SHOWS WHAT A TAIL-ENDER CAN DO : Australia's fast bowler and No. 9 batsman cuts a ball from Bedser past Ikin in the slips. The Lancashire man falls to the ball, but it is travelling too fast. Lindwall batted like a master in the Australian second innings and scored a century before being caught by Washbrook

WRIGHT CATCHES TALLON OFF HIS OWN BOWLING : The Kent man, who bowled 32 overs for a total of 131 runs and three wickets, is seen taking the ball two-handed. Tallon's dismissal when he had made 92 came too late to affect the issue, for by that time he and Lindwall had carried the second innings score from 341 for 7 to 495 for 8

ENGLAND'S SECOND INNINGS—A LIFE FOR HAMMOND : Tallon is seen dropping a catch off Lindwall's bowling. This was a critical stage in the match, with England fighting to force a draw

HAMMOND IS BOWLED BY LINDWALL : The English captain out for a modest 26 after driving over a full-pitched ball from the Australian fast bowler. Hammond shaped well in this innings

COMPTON COULD NOT GET BACK : When still a yard short of the crease, Tallon whips off the bails and the Middlesex player is dismissed for 14 runs. It was not Compton's fault, being the result of a misunderstanding by Washbrook. Compton, like his captain, has been out of form in Tests

EDRICH IS L.B.W. TO McCOOL : England's No. 3, who made 89 in the first innings before the disputed l.b.w. decision, is dismissed for 13. In common with Yardley and Washbrook, he was one of the mainstays of the side, and he is one of the most unselfish players in the game to-day

WASHBROOK WAS THE MASTER : The Lancashire player drives Toshack through the covers during his innings of 112. Washbrook's form was a joy to see, and he no longer seemed to be labouring after runs as in earlier matches of the tour

By drawing the third Test match at Melbourne, Australia retained the Ashes, but England survived with a chance of still drawing the present series in Australia if they could win the matches at Adelaide and Sydney. In THE SPHERE of January 18 a detailed record was given of the first day of play, when England made a promising start, dismissing six Australian batsmen for 192 runs. On these pages the story, with its inevitable ups and downs, is continued into the sixth day when England, backs to the wall, just managed to force a draw. But for Yardley and Washbrook, defeat would have been certain, for these two batsmen, with the rain as ally, proved the architects of resistance. Hammond, the English captain, Compton and Hutton, who should have been the big run-getters, were all comparative failures, and indeed, in a total of eighteen Test match innings they have contributed fewer than 400 runs.

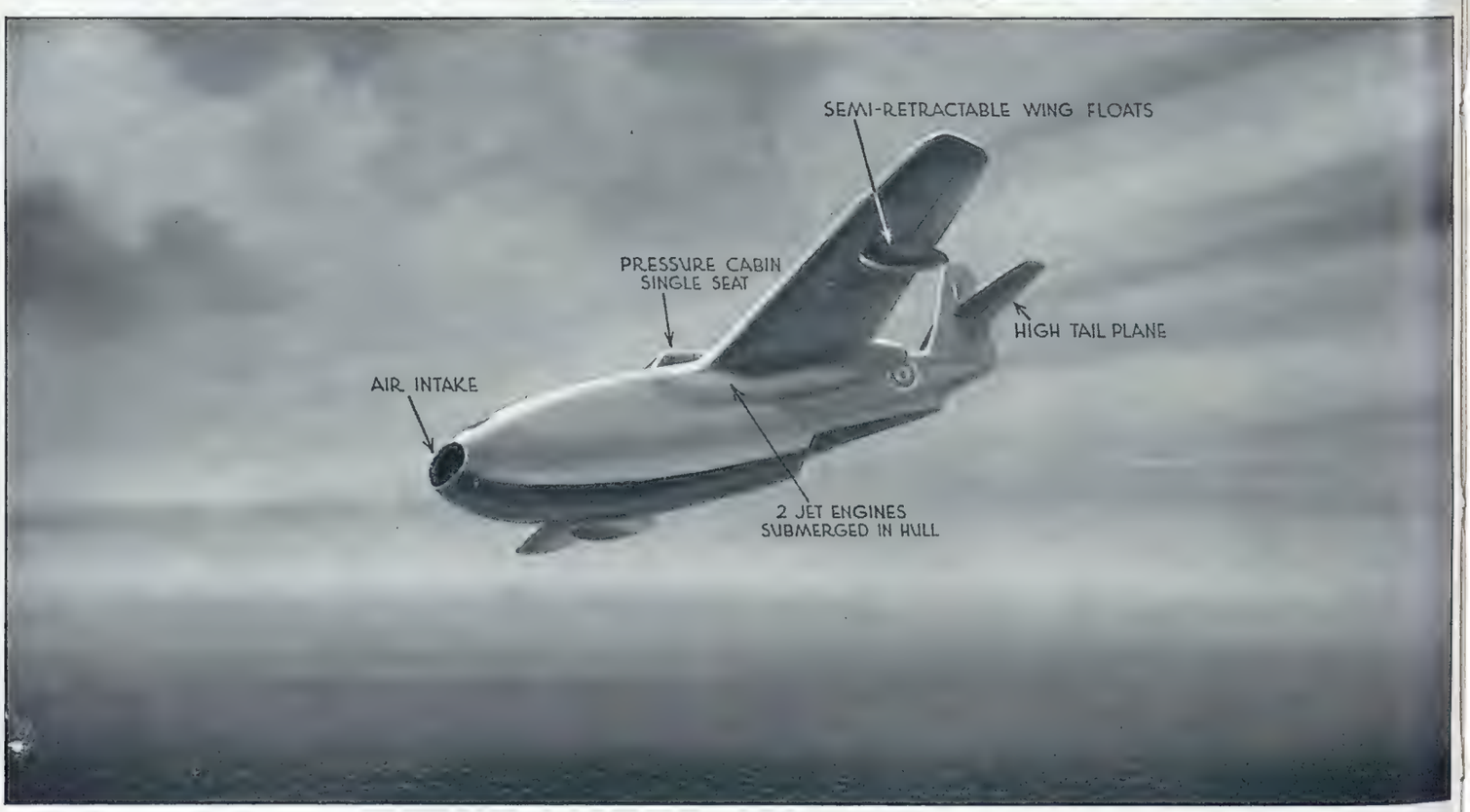
THE MATCH ENDS IN A DRAW AND A STRUGGLE FOR THE SPOILS : Yardley, who was undefeated with a score of 53, surrounded by Australian fieldsmen as they sought possession of the stumps. *On right*—The players leave the field

AIR-LINERS ARE OFFERED AN AERIAL REFUELLING SERVICE: A tanker plane (a modified Avro Lancaster) feeding petrol by pipe-line to a passenger-carrying aircraft of the same type. This picture was taken in rough weather at a height of 700 ft. above Weymouth during a demonstration by Sir Alan Cobham's firm, Flight Refuelling, Ltd. The petrol is transferred at the rate of 100 gallons per minute while the planes maintain a level speed

THE FLYING PETROL PUMP

Air Refuelling Provides Air Liners with Safety in Take-off and Increased Range

An enormous percentage of air accidents takes place when air-liners are either landing or taking-off, and it was recognition of this fact that led Sir Alan Cobham and his associates to inaugurate Flight Refuelling, Ltd., a concern offering a refuelling service to long-distance air-liners. The war interrupted this service, but recent demonstrations over the South Coast have shown the outstanding efficiency of this system which, while increasing the range and pay-load of an air-liner, at the same time ensures a large measure of security at the vital moment of take-off. If the system is widely adopted, it may prove possible for New York-bound air-liners to take on fresh petrol off the Newfoundland coast and fly straight on to New York without making a halt at the unhappily-situated aerodrome at Gander. In the reverse direction liners could be refuelled off the Irish coast, and calls at Rineanna could be cut down to a minimum



THE FLYING PETROL PUMP IN ACTION; TANKER AND AIR-LINER ARE LINKED FOR REFUELLING—TWO AVRO LANCASTERS PASS PETROL AT THE RATE OF 100 GALLONS A MINUTE OVER THE SOUTH COAST NEAR WEYMOUTH. To connect the two machines by pipe-line, a modified harpoon-gun is employed, and there are special arrangements to deal with the problems of static electricity. Experts on flight-refuelling claim that the only way to fly long distances safely and economically is to let air-liners take off with the maximum pay-load of passengers and the minimum fuel-load, afterwards taking on board the necessary petrol. Sir Alan Cobham has been interested in the question since 1932, and even before the war his refuelling assisted a number of Atlantic passages

On left—**THE FIRST JET FLYING-BOAT FIGHTER: An artist's impression of the Saunders Roe A.1, a twin jet-engined high-wing single-seater flying-boat fighter fitted with semi-retractable wing-floats.** The aircraft has a pressure cabin and pilot-ejection equipment. It was decided in the initial stages of the design to preserve the high-speed characteristics of the low drag wing by placing the power units and the armament in the hull. Two Metro-Vickers F2-4 axial-flow pure jets were selected for the project, and both engines, mounted side by side, are completely submerged in the hull. Cruising economy with increased radius of action is also obtained by cutting out one engine, the additional speed always being available when required. The principal idea behind the jet flying-boat fighter is that it is got into action far quicker than the land-based fighter, in the sense that any sheltered stretch of water is a ready-made runway and the need for much aerodrome equipment is thus obviated. The A.1 has four 20-mm. guns, but the artist has been unable to depict their position as the machine is still on the secret list—*Drawing by Roland Davies*

A CALIFORNIAN FATHER CHRISTMAS—MR. BOB YEAKEL, OF LOS ANGELES, DRIVING HIS JET-PROPELLED AUTOMOBILE AND WEARING AN ASBESTOS SUIT: No details are given of the performance of this new car, but it will be noted that the driver, because of the fierce heat thrown back from the jet tube, sits sideways to the line of advance. His asbestos suit weighs 15 lbs.

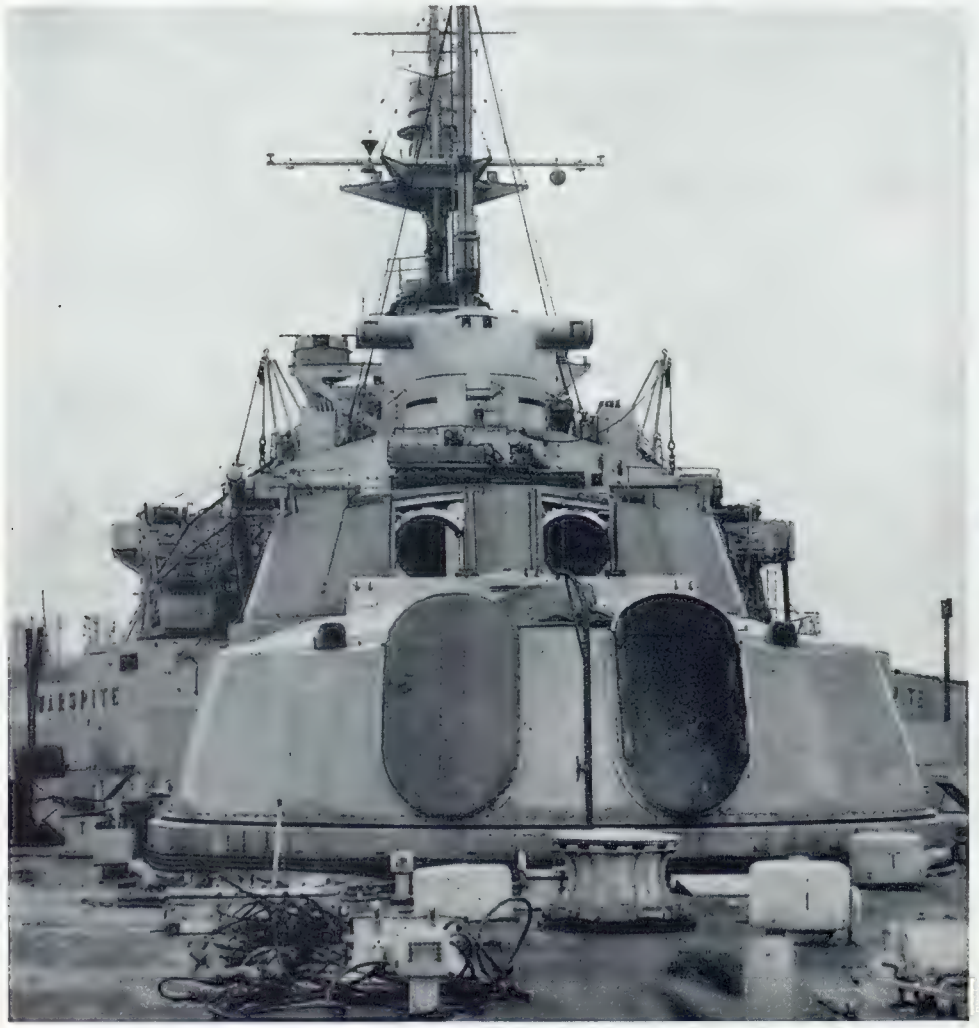
THE OLD "WARSPITE'S" TEETH ARE DRAWN: Looking along the bows of the 30,000-ton battleship, which has won fame in two wars. Of recent weeks her guns have been stripped at Portsmouth prior to her departure for the Clyde, where she will be broken up for scrap

BOWS THAT HAVE CUT A FURROW THROUGH THE SEAS OF THE WORLD: A head-on view of the celebrated battleship "Warspite" during gun dismantlement operations at Portsmouth. "Warspite" was completed in 1915 but was re-conditioned in the '30's at enormous cost and fought with distinction right through the Second World War

The NAVY'S VANISHING VETERANS

The Old "Warspite" is Dismantled: "Implacable" and "Foudroyant" Retire: The Submarine "Truant" on the Cherbourg Rocks

The Second World War prolonged the service of many of our warships, among them the *Warspite*, a veritable veteran but, paradoxically enough, at the same time one of the most up-to-date fighting units in the service. *Warspite* was planned before the First World War and completed in time to take part in the historic Battle of Jutland. Before the outbreak of the 1939-45 war *Warspite* underwent a complete overhaul, new guns, new machinery and new equipment being installed in the old hull. Subsequently at the Battle of Narvik she entered the fjord in support of the destroyers. As the flagship of Admiral Cunningham, the *Warspite* was later badly damaged off Crete. After sailing alone to America for repairs, she operated for a while in the Pacific, but was back again in the Mediterranean to cover the North African landings. Her last work in the war was the engagement of land targets in North-West Europe



THE "WARSPITE" WITHOUT HER GUNS: The gunless turrets (*left*) after the removal of the battleship's main armament, and (*right*) a close-up of the dismantling operations. "Warspite" carried eight 15-in. guns, and in her last action, in 1944, they successfully engaged the shore batteries near Westkapelle and Domburg in support of the assault on Walcheren Island by the Marine Commandos. Her secondary armament consisted of eight 6-in. guns, while she had the usual complement of powerful, radar-operated anti-aircraft weapons. "Warspite's" very up-to-date fire control equipment is probably being transferred to another warship

YOUTH AND AGE MEET AT PORTSMOUTH—A MODERN AIRCRAFT-CARRIER ANCHORED NEAR THE TRAINING SHIPS "FOUDROYANT" AND "IMPLACABLE," WHICH HAVE JUST ENDED THEIR LAST SPELL OF NAVAL SERVICE: The "Implacable," which was built 170 years ago, and, known as the "Duguay-Trouin," sailed against Nelson, was subsequently taken as a prize, near Cadiz, when Sir Richard Strachan captured some of the vessels escaping after Trafalgar. During the Second World War "Implacable" and "Foudroyant" (originally known as the "Trincomalee") acted as accommodation ships and sea-cadet training ships

THE BATTLESHIP "RAMILLIES"—ANOTHER OLD-TIMER WHOSE FATE HANGS IN THE BALANCE: This veteran of the First World War (she was completed in 1917) has had a distinguished naval career of nearly thirty years and her future is now under discussion. The report that she will become a training ship, replacing the "Implacable," is not confirmed at the time of writing

Of the thirty-three ships of Napoleon's allied line which went into action under Villeneuve at the Battle of Trafalgar four escaped seaward and steered for France, among them the *Duguay-Trouin*. Off Cape Ortegal they were sighted by Sir Richard Strachan, in his eighty-gun ship *Cæsar*, and the captures he made that day set the seal on Nelson's triumph. For his work Strachan was made a Rear-Admiral and received the thanks of the City of London, and the *Duguay-Trouin*, chief of the prizes, was brought eventually to England. *Duguay-Trouin* was renamed the *Implacable*, and, anchored next to the *Foudroyant*, she is a familiar and picturesque sight at Portsmouth to-day. Both vessels, it is understood, will now be handed back to the Society for Nautical Research

JOURNEY'S END FOR THE SUBMARINE "TRUANT"—THE WRECKED SUBMARINE LYING ON THE ROCKS AT CAP DE FLAMVILLE AT THE WESTERN END OF THE CHERBOURG PENINSULA: She broke adrift from a tug while being towed to a shipbreaker's yard in South Wales

The *Truant*, one of the Royal Navy's most famous submarines, which torpedoed the German cruiser *Karlsruhe* and in two and a half years in the Mediterranean sank or damaged twenty Axis ships, was scheduled for demolition last year, and in December, with no crew on board, she was taken in tow by a tug and set out from the Channel to a shipbreaker's yard in South Wales. At the height of a gale *Truant*, true to her name, broke adrift from her escort, and wind and tide then carried her southwards, dangerously astride the shipping lanes. All vessels were warned to look out for the missing craft, and just before Christmas the steamer *Charles Dickens* reported that she had seen the *Truant* wallowing in heavy seas. This was after six days on the loose. A week later the *Truant* went aground at Cap de Flamville, and there, it is probable, she will end her days, as an object for sightseers on the Cherbourg Peninsula

"BOBS" and "CHIPINA" SHOW LONDONERS THE RULES OF THE ROAD

Two Old English Sheepdogs Demonstrate the Art of Safety First

THEY HAVE AN UNERRING ROAD-SENSE : Here are Bobs and Chipina, the old English sheepdogs who are being used in the streets of London to demonstrate safety-first points in connection with the London County Council's Road Safety Campaign and Exhibition. Bobs and Chipina know the highway code backwards, and during the next few months they will both be giving street demonstrations in most of the London boroughs

CHIPINA AND BOBS STEP OFF THE PAVEMENT : Watched by pedestrians, the dogs give a demonstration of their traffic sense in Whitehall. They cross at the beacon after making sure the road is clear

OVER THEY GO—LONDON'S SAFETY-FIRST DOGS IN ACTION IN WHITEHALL DEMONSTRATE THEIR KNOWLEDGE OF BRITAIN'S HIGHWAY CODE : *Left*—Bobs and Chipina engaged on a crossing in double harness. They made no move until they saw that the police-sergeant had held up the traffic. *Right*—A solo effort by Bobs, who seemed quite confident about the whole business. The crowd gave the dogs a big round of applause

In 1946 road deaths for the whole of Britain averaged fourteen a day. In London the death-roll for the first eleven months of the year was over 620, and in the same period cases of injury numbered 27,800, an increase of 5,300 over 1945. These are alarming figures, and they are leading the London County Council and the Borough Councils to take drastic action. The L.C.C. is particularly active in the matter, and their Road Safety Exhibition, opened by the Minister of Transport last week at County Hall, is calculated to instil caution into child and adult alike. The stars of the exhibition are Bobs and Chipina, and during the past week they have been giving a series of open-air demonstrations of their unerring road sense. Big crowds have gathered to watch them in Whitehall, and Bobs and Chipina, looking left and looking right, and pausing for the policeman's upraised hand, have been models of pedestrian decorum. No "jay-walking" for them; no last-minute dash across the road as the lights change; and no scampering in and out of the stationary traffic. Bobs and Chipina are patience personified, and, what is more, they seem to take a positive delight in everything, including the applause.

A LONDON RENT TRIBUNAL AT WORK

Mr. Michael Marcus and His Colleagues Meet at Toynbee Hall

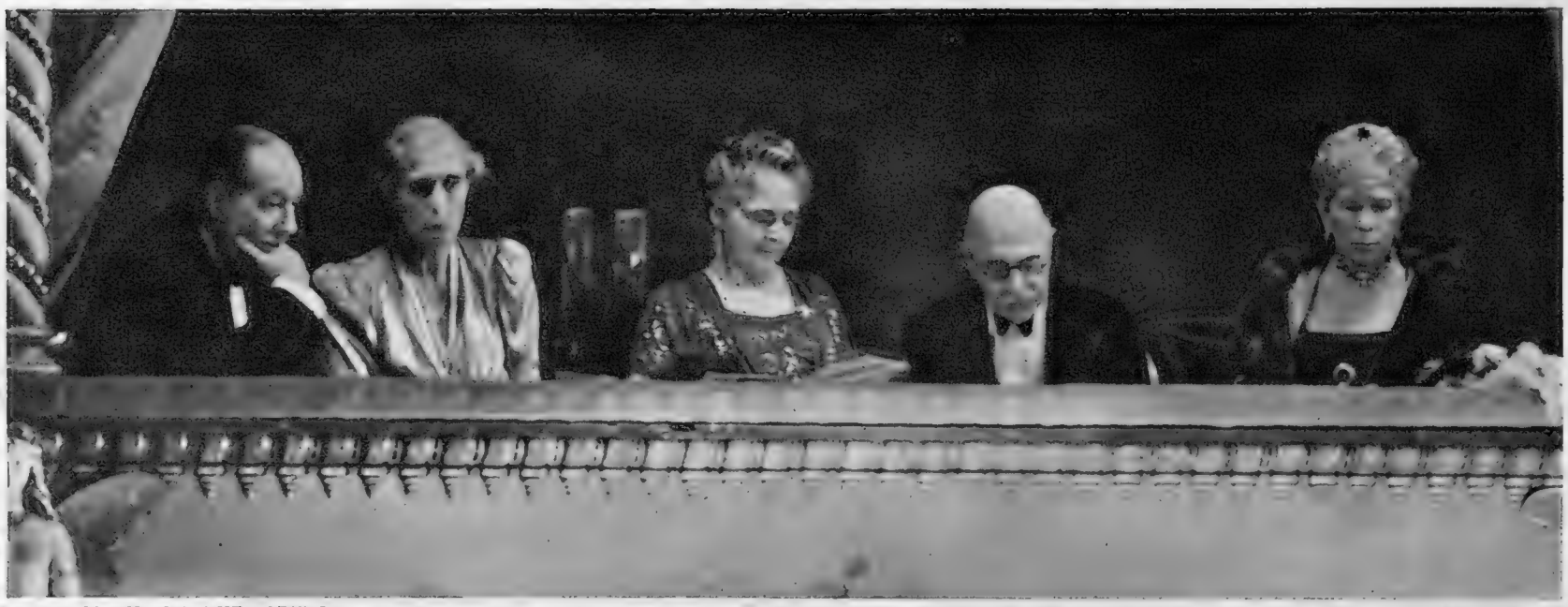
The London Rent Tribunals have been very much in the news of recent months, largely because of their exposure of property-owners who have charged extortionately for accommodation. The Tribunals are appointed for the Metropolitan Boroughs by the Ministry of Health, and in the accompanying pictures we see Mr. Michael Marcus and his colleagues conducting such a Tribunal at Toynbee Hall in London's East End. Sometimes the applicants have a tragic tale to tell. Occasionally they produce veritable gems of unconscious wit

THE RENT TRIBUNAL MEETS AT TOYNBEE HALL: Mrs. J. H. Engwell, a former Mayor of Barking, Mr. Michael Marcus, the Chairman of the Tribunal, and Mr. Alfred Watson, a former Mayor of Stoke Newington, are assembled with the Clerk of the Court (Miss Elsie Burroughs) to hear the latest crop of rent cases. Time and time again they are able to adjust rents that have been set ridiculously high, and also secure tenure

THE CHAIRMAN POSES A QUESTION: Mr. Michael Marcus requesting information about the other occupants of a house which has figured in a rent adjudication case. The three members of the court are all experienced in London civic work, and well-directed questions soon reveal the true position in a house

A LANDLORD STATES HIS CASE: Mr. Mofaliz Ali, an East End property-owner, answers a question put by the Chairman of the Tribunal. His legal representative is beside him

IS THE GAS-METER IN THE TENANT'S ROOM SEPARATE FROM THE REST OF THE HOUSE? Mrs. J. H. Engwell asks a significant question



QUEEN MARY AT THE OPERA—IN THE ROYAL BOX AT COVENT GARDEN DURING THE PRODUCTION OF "CARMEN," THE FIRST REPERTORY OPERA PRESENTED BY THE NEW OPERA TRUST: From right to left are Queen Mary, her brother, the Earl of Athlone, Princess Alice, Countess of Athlone, Lady Colville (Lady-in-Waiting), and Major Jack Cook (Equerry). Several members of the Cabinet were also present, and this first night had an air of pre-war distinction

A Home News Survey

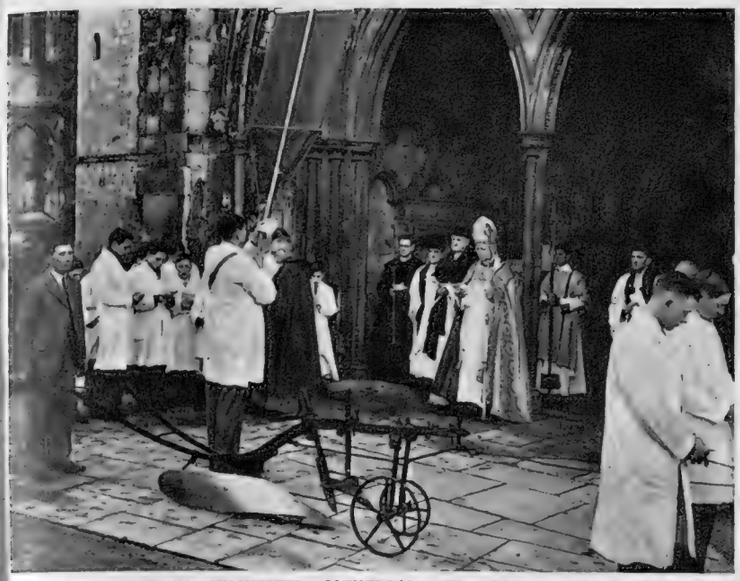
From LONDON and the PROVINCES

RUSSIA SENDS US A NEW AMBASSADOR: Mr. Georgi N. Zarubin and his wife seen on arrival at Northolt Airport. The new Ambassador has had a rapid rise in public life, and he was hardly known outside Russia until appointed Ambassador to Canada in 1944. His career in Ottawa was clouded by the Canadian spy trial, but the report of the Canadian Royal Commission on Espionage exonerated him. Mr. Zarubin speaks moderate English. He is an expert on textiles and, as such, visited the New York World Fair in 1938

"CARMEN" AT THE ROYAL OPERA HOUSE: Edith Coates in the title-role and Dennis Noble as Toreador during the first-night performance at Covent Garden. Miss Edith Coates, who used to sing the part of Carmen at Sadler's Wells, gave a powerful performance, while Mr. Noble infused his usual dramatic fire into his interpretation. Several men from the mining valleys of South Wales and forty Guardsmen provided a vigorous chorus. The Guardsmen appeared because tradition says that the Prince Consort once turned to Queen Victoria at an opera and commented upon the "weedy" soldiers. Queen Victoria saw to it that at subsequent royal operas serving Guardsmen should be on the stage; and so it has been ever since

THE BURMESE LEADERS IN LONDON: The men who have flown to Britain to discuss the political future of their country seen outside No. 10, Downing Street, after their first meeting with Mr. Attlee. Left to right—Thakin Mya, Minister of Home and Judicial Affairs; General Aung San, leader of the delegation; U Tin Tut, Minister of Finance; and Thakin B. Sein, Minister of Transport. Only one of the visitors is wearing the gaungbaung, the typical Burmese head-dress

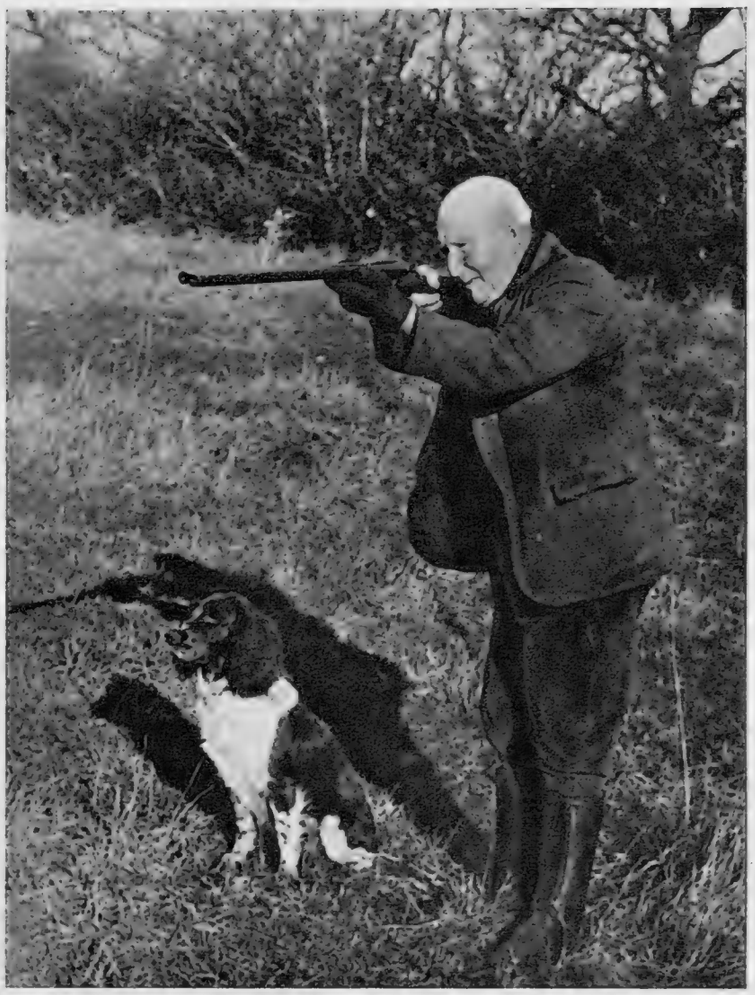
BEFORE THE START OF THE BURMA CONVERSATIONS: The eleven members of the delegation with their leader, General Aung San (second from right, front row). On arrival in London they were entertained at an official Government reception at Lancaster House. During the first meeting with Mr. Attlee, General Aung San, in replying to the address of welcome, stated: "On our own reckoning, the day of independence for our nation should be made possible within a year from now"



PLOUGH SUNDAY AT CHICHESTER CATHEDRAL: The Bishop (Dr. Bell), staff in hand, conducts the singing at the West Door before the blessing of the plough. Plough Sunday and Plough Monday (the first Monday after Twelfth Day) mark the end of the Christmas holidays, and in olden days this was the time when men returned to the daily round. Once it was customary for labourers to draw a plough from door to door of the parish and solicit plough money to spend on a "frolic." In the City of London "Plow" Monday is marked by the Lord Mayor's resumption of his more formal duties. In earlier centuries he visited the City's estates

THE HARNESS-MAKERS STILL THRIVE IN COUNTY DURHAM: Mr. V. A. H. Ridley, the foreman at Blagdon's leather works in Durham, and Mr. J. Watt, a veteran saddler, displaying one of their hand-made productions. Mr. Ridley has been making horse-collars for nearly fifty years. The secrets of the trade, he says, are the working of the damp leather into a hard but pliable roll, and the packing of the straw in such a way that friction is avoided. Mr. Ridley believes more young men would enter the trade if they only realised its possibilities

THE CONTEST FOR THE PRESIDENT'S PUTTER PRODUCES SUPERB GOLF: Bernard Darwin, the President of the Oxford and Cambridge Golfing Society, holding the trophy which was won by Leonard Crawley (left), who beat P. B. Lucas (right) by 3 up and 2 to play. The tournament was played on the Rye course, and Crawley, a former English champion and eleven times an International, dominated his opponents by brilliant golf, accounting in the earlier rounds for such distinguished players as Beck, Wethered and Sweeny. Crawley is a very long driver, a good iron player, and a courageous putter. He knows every inch of the Rye course



MEET THE GRAND OLD MAN OF ALTON: Mr. Henry Munday and his pedigree English springer, Roy. Mr. Munday, now approaching his ninety-third birthday, first saw the light in the Hampshire village of Lasham, near Alton, a week after the outbreak of the Crimean War. His father, a farm labourer, lived until he was ninety-six. Mr. Munday has always been a man of the fields. He is still a good shot, one of the best in the district, and walks sturdily through ploughed fields day after day, mile after mile, gun at the ready, and Roy at his side. This season so far his bag is ten hares and fifteen brace of pheasants and partridges. Henry Munday had no schooling; and at the age of eight, when Lancashire was in a state of semi-starvation because no cotton was coming in from America owing to the American Civil War, he began his working life on Church Farm, Lasham, minding sheep for 1s. 6d. a week. When he married in 1875 he was earning 14s. a week

A NEW ASPECT OF THE DRIVE FOR MORE FUEL: Dutch workers, their feet encased in special clogs or footboards, engaged in cutting peat on Astley Moor, Lancashire. These expert cutters are operating over an area of 250 acres where the bracken has for over 100 years been underlain by the richest black peat. The Ministry of Fuel and Power has applied for more Dutch workers to be brought over from Holland to help with the task, but at the time of writing their arrival is delayed

ETHER AND THE CONQUEST OF PAIN

A Centenary Which Has Been Allowed to Pass Almost Unnoticed

By CHARLES GRAVES

ONE of the most important centenaries in the history of England has been allowed to pass almost unnoticed by the national Press and public. It was on December 21, 1846, at University College Hospital, Gower Street, that the first public demonstration in the Old World of the anæsthetic power of ether took place, when Robert Liston, Professor of Surgery to the hospital, amputated the leg of a thirty-six-year-old butler employed at 37, Upper Harley Street, with complete freedom from pain.

In the days before anæsthesia, operations were but a minor part of the duties of a surgeon 100 years ago. Sir Rickman Godlee, in his biography of Lord Lister, related that the three senior surgeons of University College Hospital operated only on Wednesday afternoons, in order of seniority, and with such celerity that one afternoon was enough for all the operations of the week, apart from those of emergency.

Liston, in a lecture to the students in 1844, stated that "operations are regarded as an inferior part of our professional duties, and truly it is so." He then went on to describe a way to minimise the pain: "The division of the skin must inflict pain, but there is a way to render it less severe than it would otherwise be. The mode of cutting must be acquired to attain this desirable end. In the first place, you must not divide the skin by scratches. You must carry the knife completely through the tissues at once, and doing it with rapidity you will save the patient a great deal of pain. Then, again, by cutting the skin from within outwards, instead of from without inward, you diminish suffering. In hernias, the removal of tumours, and in many amputations, the parts may be divided in this way with one-twentieth part of the suffering, often enough most unnecessarily inflicted."

It is also related that patients requiring amputation were asked on reaching the doors of the operating theatre whether they would have their limb off or not. If the answer was "Yes," the operation proceeded, and no notice was taken of a subsequent change of mind of the sufferer.

Dr. George Wilson, who had to undergo an amputation of the leg, has left an account of his operation: "Suffering so great as I underwent cannot be expressed in words, and thus, fortunately, cannot be recalled. The particular pangs are now forgotten; but the black whirlwind of emotion, the horror of great darkness, and the sense of desertion by God and man, bordering close upon despair, which swept through my mind and overwhelmed my heart, I can never forget—however gladly I would do so."

Sir B. W. Richardson, in an account of the ordeal gone through by patients of those days, states: "The patient at first refused to think of the ordeal and refused to submit. This was followed by reflection, reflection by resignation, resignation by submission to the inevitable, and submission by a kind of holy courage, which lasted completely until the suffering began, upon which there was an almost certain change of view, and insistence of the strongest kind that the operation should be stopped at all risks—a resistance which had to be gently but resolutely overcome—followed when resistance was useless by an energetic request for the proceedings to finish as rapidly as possible—'Make haste! . . . Make haste!' These different pleadings, frequently repeated, became stereotyped on the mind of the observer so distinctly that the actual stage of the operation might be calculated from them by those accustomed to the proceedings. After all was over, there was, under the most favourable circumstances, great nervous shock. A shock which not infrequently was full of danger and which left deep depression for long periods of time. I have heard many express that if they had known what the suffering was and the subsequent effects, they would rather have died. And I know that the fear of this depression hindered some of the boldest surgeons from attempting many operations for saving the lives of feeble or excitable people.

"Sufferers would scream, protest, pray, and sometimes give out freely that which was not prayer, but shed floods of tears not at all. Patients, however feeble, rarely fainted except from loss of blood. I asked a man if he had felt faint during an amputation. 'Did I feel faint? What a question to ask! Did I feel faint? Why, of course I didn't. Neither would you if you had had the same reason to keep you from fainting. It was a good deal too bad for that.'"

One can imagine, therefore, the surprise and delight of a certain Dr. Boott when he received a letter from a Dr. Bigelow, of Boston, U.S.A., together with a Press cutting. This announced that "a new anodyne process, lately introduced, promises to be one of the most important discoveries of the present age. The inventor is Dr. Morton, a dentist of the city, and the process consists of the inhalation of ether to the point of intoxication." Dr. Boott at once hurried round to his friend, Mr. James Robinson, a dentist, of 55, Gower Street, who agreed to try the ether on a Miss Lonsdale, one of his patients. This was a complete success, and Mr. Robinson promptly informed Liston. Liston thereupon had a dress rehearsal by giving ether to one of his assistants, and then pricking him to see whether it hurt. As it did not, he proceeded to make plans to use ether for the major operation on the Harley Street butler. Letters were written that night and messages were sent out next day to various leading doctors and surgeons, including Sir John Forbes, F.R.C.P., Sir John Erichsen, F.R.C.S., Sir J. Russell Reynolds, President of the Royal College of Physicians, and a young medical student named Lister, who afterwards became the famous Lord Lister.

In a short address, Liston spoke of a letter from America, the advantages to be hoped from anæsthesia, and of the weak condition of the patient, who was hardly able to sustain the operation without this expected aid. He then asked everybody to keep very quiet. The house surgeon arranged for the patient to be carried in and properly placed; a handkerchief covering his face; and the ether apparatus, on a small table, was brought close to the left side of his head. The patient was then told to inhale deeply from the end of the tube near his mouth. When unconsciousness was complete, the apparatus was moved back. No twitch or sign was made by the patient as the operation began, and in twenty-eight seconds the limb was off. Here a short pause occurred. It had been decided that if the effects of the ether wore off too quickly that the main artery would be kept under pressure. But as the patient continued to sleep placidly, the ligaments were all tied and wetted lint was placed between the flaps, which were brought together and lightly covered before consciousness returned. The butler wakened up, as if from ordinary sleep, and was heard to say: "Take me away. I can't have it off—I must die as I am." Whereupon murmurs of deep satisfaction passed round the distinguished spectators. When asked if he had suffered any pain the butler said that it seemed to be more in the toes than in the knee, and until he was raised up to see for himself, he could scarcely believe that the limb was gone.

The courage of Liston in undertaking the experiment is proved by the fact that a few minutes previously he had asked whether any of the medical students who were in the theatre would agree to volunteer for a trial of the anæsthetic. A young man named Shelbrake, who was powerfully built and a good amateur boxer, at once offered to take the new anæsthetic. He lay on the table and the anæsthetist proceeded to administer ether. After the administration had proceeded half a minute, the subject of the experiment suddenly sprang up, felled the anæsthetist with a single blow and, sweeping aside the assistants, sprang shouting up the tiers of benches, scattering the students in all directions. He fell at the top bench, where he was seized and held down until he regained his senses. This took only a minute, but was surely enough to shatter the nerves of anyone less rugged than Robert Liston.

Sir John Forbes, relating his memoirs of the actual operation, wrote: "That he never felt so near to falling on the floor in all his life as he did when he witnessed the great surgeon Liston amputating a thigh while the patient was in a deep sleep. In those days, in order to save pain, surgeons cultivated rapidity of action. This, combined with the tremendous result of the annihilation of pain, was the cause of the sensation that he [Forbes] experienced. It was not fear; it was not faintness. It was an emotion painful from its overwhelming surprise and pleasure. Everybody seemed pale and silent except Liston, who was flushed and so breathless that when he broke the silence with the word 'Gentlemen,' he almost choked in its utterance. Then he went on, 'This Yankee dodge, gentlemen, beats mesmerism hollow.'"

The newspapers took little or no notice of the event. There is no mention of it until three days later in the *Daily News*, which stated: "We have been informed that an operation, without pain, was performed by Mr. Liston at University College Hospital on Saturday last. . . . Mr. Liston observed that the vapour of ether had been used for a similar purpose in America, but only in minor operations. We hope to have particulars on this interesting subject . . ." The account was sandwiched between a complaint of the Birmingham mail train being three hours late and a description of the drunken excesses of the bedmakers and undergraduates of Trinity College, Cambridge. *The Times* did not deign to notice the matter until January 1847. The *Morning Post* said nothing at all.

The use of ether soon spread all over the country, but some surgeons declared that it was bad practice to annul pain from the knife, because pain was a good stimulant and kept the patient up to the mark.

The change that anæsthesia wrought was a gradual one. It did not give rise to any sudden advance in practice. No striking new operations were immediately introduced, no new field opened up for a time. In spite of the fact that there was no longer the same need for haste, operations were still performed with breathless speed; indeed, the idea that the more quickly the process could be completed the better for the patient, lingered another twenty-five years.

There was a striking increase, however, in the number of operations performed. Records of University College Hospital show that there were no cases of amputation at the knee between 1830 and 1850. Whereas in the next four years there were twenty-one. As Dr. Dawkins, the well-known anæsthetist, said at University College Hospital the other day: "Ether is still the safest anæsthetic we possess for general use to-day, and the average yearly consumption is still more than half a ton in each of the London teaching hospitals. The event which we are celebrating to-day," Dr. Dawkins continued, "conferred immeasurably greater benefit to mankind than any previous political, social or even religious revolution. I should like to conclude with the words of Oliver Wendell Holmes: 'The fierce extremity of suffering has been steeped in the waters of forgetfulness, and the deepest furrow in the knotted brow of agony has been smoothed for ever.'"

STUDENT NURSES STUDY ANATOMY AT BATTERSEA BOROUGH POLYTECHNIC: Members of a course of instruction examining plaster figures designed to show the muscular features. Battersea Polytechnic is an important training-ground for the nursing profession. It holds a pre-nursing course for girls of seventeen to eighteen, giving them a good groundwork of knowledge before they start work in a hospital, and it holds what are known as Sister Tutor Courses in which hospital sisters study biology, chemistry, physics, anatomy, and kindred subjects before taking the Sister Tutor Diploma at London University. The second course also includes classes dealing with the principles of education and practical psychology

THE NEW THEATRICAL KNIGHT

Studies in Character by Sir Ralph Richardson

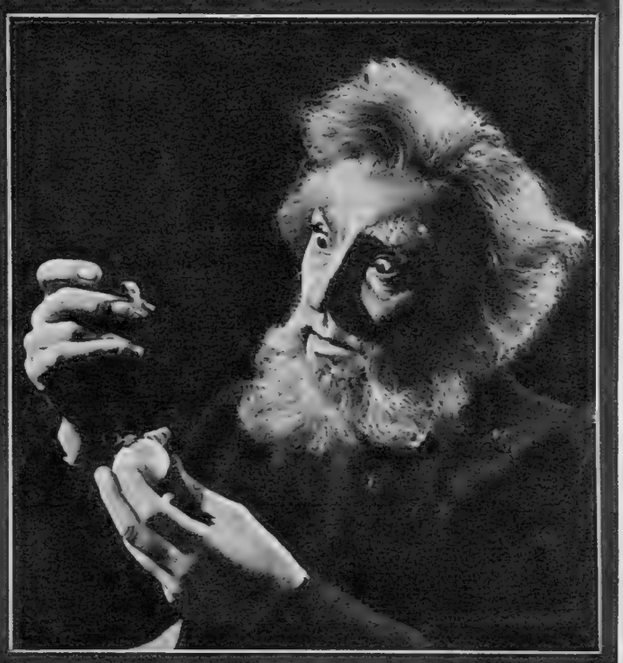
AN OLD MAN IN LOVE: As Uncle Vanya in the name-part of Anton Chekov's play, produced by John Burrell for the Old Vic Theatre Company at the New Theatre in the 1945-46 season. Margaret Leighton played opposite him as Yelena

AS SIR JOHN FALSTAFF IN SHAKESPEARE'S "HENRY IV": One of Sir Ralph Richardson's greatest performances was his rich characterisation of the bluff knight, which he played with tremendous gusto and pathos, in the 1945-46 season at the New Theatre

In the list of Knights Bachelor in the New Year Honours List appeared the name of Ralph David Richardson "for services to the stage." Since his first appearance in *The Merchant of Venice* in Brighton in 1921, his career and his acting have steadily developed until now he is one of the foremost men of the English theatre. In 1925 he joined the Birmingham Repertory Company under Sir Barry Jackson, and it was there and at the Old Vic from 1930 to 1932 that he gained much of his early training. He has appeared in several of Mr. J. B. Priestley's plays and, in the latest, *An Inspector Calls*, he takes the part of the Inspector. Sir Ralph Richardson joined the Fleet Air Arm at the beginning of the war and remained in it until June 1944, when he was released to act with the Old Vic Theatre Company, of which he is now a director

Ralph David Richardson. Born, 1902 in Cheltenham. First appearance on the stage at Brighton 1921. First marriage in 1924 to Muriel Hewitt (died, 1942); no children. Second marriage in 1944 to Meriel Forbes-Robertson; one son. First appearance on the London stage in 1926

AS BLUNTSCHLI IN "ARMS AND THE MAN," when Bernard Shaw's play was revived by the Old Vic



AS THE AGED PEER GYNT in Norman Ginsbury's version of Henrik Ibsen's great satire upon the Norwegian character, which gave Richardson the opportunity for another brilliant study

AS PEER GYNT IN HIS YOUNGER DAYS: In "Peer Gynt," Ibsen displays the weaknesses and egotism that he saw in the Norwegian character, and which he was so skilful in dramatising

GODFREY TEARLE AND EDITH EVANS AS ANTONY AND CLEOPATRA IN GLEN BYAM SHAW'S PRODUCTION AT THE PICCADILLY THEATRE : Tearle's portrayal of the ageing Antony has been described as one of the finest performances on the English stage to-day, interpreting nobly the later years of the great warrior and his love for the Queen of Egypt

Antony and Cleopatra is one of the most demanding of Shakespeare's plays on producer and players. The constant changes of scene are well managed in Glen Byam Shaw's production at the Piccadilly Theatre with the aid of Motley's ingenious set, although at the cost of any very distinct local colour. Godfrey Tearle dominates the stage with his brilliant characterisation of the grizzled warrior in his last great love and in the death scene. Dame Edith Evans gives a sensitive performance as Cleopatra

THE WINTER SEASON IN THE LONDON THEATRE

A Wide Range of Classical and Modern Drama, Opera, Ballet, and Children's Theatre

AN L.C.C. EVENING SCHOOL PRODUCES A WEST-END PRIMA BALLERINA : Betty Ash as "The Dove" dancing at the Winter Garden Theatre. Four years ago, Betty Ash, the nineteen-year-old daughter of a Shepherd's Bush postman, went to L.C.C. evening classes. She learned to dance and towards the end of last year was given a part in Basil Dean's production of *The Wizard of Oz*, the American fairy story which was filmed and first shown here in 1940. After offers of contracts to dance in Europe and in America, she said, "I was a fat little girl, but ballet training at the evening school soon reduced my weight" (—Without further comment!)

A TILT AT NATIONALISATION : A scene from the first act of "The Gleam," Warren Chetham Strode's play about the medical profession at the Globe Theatre. How the practical application of nationalisation can be less effective and less acceptable than the theory of it is well illustrated in Warren Chetham Strode's topical play, *The Gleam*. The play opens in the home of Sam Cartwright, a prosperous provincial factory-owner who, at first, supports nationalisation, with (left to right) Arthur Hambling, Elspeth March, Honor Blackman (on settee), Harry Ross, Frances Waring and Wyndham Goldie (as Sam Cartwright)

CHINESE OPERA AT THE WESTMINSTER THEATRE: Mrs. Y. S. Chen, wife of the First Secretary to the Chinese Embassy in London, as she appears as Mademoiselle Phœnix. She plays the only female character in each of the two operas

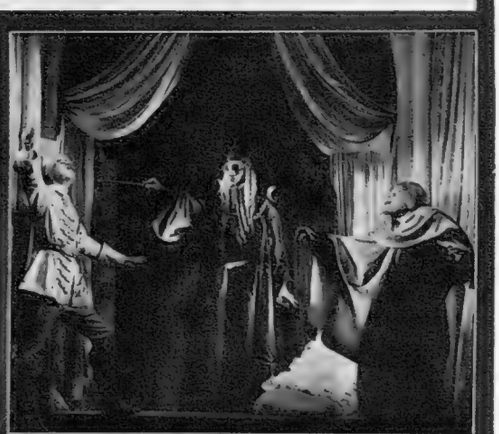
THE RIVER-BANK SCENE IN "THE FISHERMAN'S REVENGE"; ONE OF THE TWO CHINESE OPERAS PERFORMED IN LONDON: Mr. Bin Cheng, son of the Chinese Ambassador, has produced two operas—*The Fisherman's Revenge* and *Mademoiselle Phœnix*—at the Westminster Theatre. The cast consists entirely of members of the Chinese Amateur Theatrical Society in London. The operas are two centuries old and were performed in the traditional Chinese manner with very little scenery and an orchestra, on the stage, composed of fiddles, drums, cymbals and gongs. In this picture, Mrs. Y. S. Chen is second from the left. She took the part of Kwei-ying in *The Fisherman's Revenge* and Mademoiselle Phœnix in the opera of that name. London audiences have a taste for Chinese drama, acquired largely from the great success of *Lady Precious Stream*

TWO GLASGOW BROTHERS MAKE THEIR FIRST PROFESSIONAL APPEARANCE AT THE CAMBRIDGE THEATRE: William and Murray Dickie in "The Barber of Seville." Gigli has described the Dickie brothers as two of the greatest singers that Britain has produced. William, a baritone, takes the part of Figaro, and Murray, a tenor, Count Almaviva in the latest production of *Il Barbiere* by the New London Opera Company. The two young singers had a great reception at their first appearance on the London stage

COMEDY IN OPERA: Tony Sympson as the Officer of the Guard and Andrea Mongelli as Don Basilio in "The Barber of Seville." Although the cast is mixed British and Italian, the atmosphere of Southern Spain is effectively created

THE YOUNG VIC'S PRODUCTION OF "THE KING STAG": Pantaloon (Maurice Browning) and Angela (Joan Hopkins), who is in love with the King

THE WICKED PRIME MINISTER, TARTAGLIA, ORDERS LEANDER TO BE PUT IN THE DUNGEON: Tartaglia (Hector MacGregor) and Leander (John Ainsworth)



TARTAGLIA IS BROUGHT TO BOOK: Tartaglia, Durandarte (John Glen) and King Deramo (John Byron), turned into a stag, later into an old peasant

The Young Vic Company, sponsored by the Joint Council of the National Theatre and the Old Vic in association with the Arts Council, has been formed with the object of bringing the living theatre to young people in all parts of the British Isles. Its scope will embrace a selection of the classics, dramatisations of the problems of the day, and adventure plays about explorers and scientists. Their first production, *The King Stag*, an eighteenth-century fairy story by Carlo Gozzi, has been adapted by Carl Wildman from the French version. It tells the tale of a young king who uses a magic statue to help him choose his wife. When he has made his selection, the traditional, wicked Prime Minister opposes the choice. The King is transformed into a stag, and the later scenes bring the story to a happy ending with the villainous Minister laid low

The World of Books—By VERNON FANE

THE STORY OF TILMAN RIEMENSCHNEIDER

The Much-Married Genius of Würzburg Provides the Theme for a Romantic Novel

SOMETIMES, in spite of a setting and a period that are the least attractive to one's personal idiosyncrasy, there appears a story that must be recognised on its own merits. I had never heard of the German sculptor Tilman Riemenschneider, who worked at the end of the fifteenth century and the beginning of the sixteenth, but Countess Nora Wydenbruck's book, half-biography, half-romantic novel, will make him memorable to me, as the photographs of some of his work will remain with me, too.

GOTHIC TWILIGHT (Westhouse. 9s. 6d.) is the story of a man apprenticed at twenty-one to the Carvers' Guild and without money or relations. In Würzburg he finds a job in a workshop and, staying on after his master dies, marries the widow. This he does only after considerable heart-searching, for she is old enough to be his mother and his stepsons are of his own age. However, Frau Anna is beautiful and kind; he really loves her and she gives her life to him. For ten years his life is happy and secure, and he is able to devote himself to expressing what is soon recognised as his genius.

Riemenschneider's masterpieces are inspired by his exalted imagination and are chiefly religious in subject. He works with single-minded purpose, in humility and without ambitious ideas of worldly gain. When his wife dies, he remarries, and on this woman's death marries yet again, though unhappily. His fourth and final marriage brings him serene happiness, but this is violently disturbed when, against his inclinations, he is embroiled in the Peasants' War.

Except for the horror of his ending, and the disconcerting frequence of his marriages, this is the story of a man who leads a worthy and even dedicated life. His work, though completely Gothic in spirit in his early years, did later show traces of a more classic simplicity, and still lives in the sweet-faced Madonnas and burly apostles of his carving.

Mr. Charles Graves has not only exposed one of the most profitable of little wartime rackets, but has written a lively and entertaining story in DUSK TO DAWN (Hutchinson. 9s. 6d.), which is the story of an ex-Serviceman who, on being invalided out of the Army, goes into the business of hiring out cars. Johnny has first tried to get his newspaper job back, but has found that a girl is doing his old work, so he first becomes a driver for a car-hire firm and then, when he has learned a great deal about "spivs" and "stalking," he goes into business for himself with a friend.

"Stalking," incidentally, is the illegal picking-up of fares on the return journey from an assignment, and another little habit can be the collecting of passengers from outside a club or hotel without previous booking. This, of course, depends on the complicity of the doorman. Before Johnny has been in business very long he is running a twenty-four-hour service with four full-time drivers. One of these, unknown to him, is the girl who took his job, and she is there in reality to get the material for a series of articles on the night car-hire racket.

I don't propose to tell you how the whole thing works out, except to say that the series of articles do the car-hire business a good deal of harm, but I can say that Mr. Graves keeps up the tension and the excitement and proves himself all over again to be that rarity, a factual novelist.

I have read several murder mysteries this week, of which the best two are certainly A TIME TO DIE (Chapman and Hall. 9s. 6d.) and Mr. Bernard Newman's new story of Papa Pontivy. The first is Miss Hilda Lawrence's study of murder and madness in New York State. Except that I 'm always inclined to object to the presence of children in such romps, I would say that this was in a very high class in such fiction, and it undoubtedly deserves, as few books of this kind do nowadays, the label of thriller.

BYRON'S CHURCH WILL BE A BEACON TO AIRCRAFT: Scaffolding in position at the summit of the spire of the parish church at Harrow-on-the-Hill, where four red lights are being fitted as a warning to aircraft. Writing in his parish magazine the Vicar, the Rev. G. H. Woolley, V.C., declares: "Northolt Aerodrome is in future to be used by heavy passenger planes of all nations, and these planes will fly low over the church. The red beacon by night should appreciably increase the beauty of the spire. The framework for the lights will be so small that it should be hardly noticeable by day." The church is closely associated with the name of Byron, and visitors can see the flat tombstone on which he used to lie and admire the view

DEAD MAN MURDER (Collancz. 8s. 6d.), on the other hand, though clearly labelled with that word in yellow and magenta, doesn't, in my opinion, fall into the category at all. Mr. Newman and the old French detective whom he has now established as vain, crotchety, ingenious and finally lovable, elucidate a particularly complicated murder, and do it in a way that is both plausible and exciting.

FREEDOM ROAD (Bodley Head. 8s. 6d.) is a powerful and most moving story, set in the years immediately after the American Civil War. Gideon Jackson, a freed slave who has fought for the North, is elected as one of the delegates to the mixed white and negro convention at Charleston. The first part of the book deals with his struggles to get enough education to be an effective delegate, his humiliations, his growth in power, the respect in which he comes to be held even by his opponents, his far-sighted schemes for the education of other negroes and for the distribution of land in small freeholds.

The great experiment is ruined by the Ku Klux Klan, and it is they who finally kill Gideon himself. Mr. Howard Fast has possibly idealised his central character and made him almost a negro Abraham Lincoln, but it may be that that emphasis was needed to prove his thesis, and there can be no doubt of the importance or the significance of this book.

A PHŒNIX TOO FREQUENT (Hollis and Carter. 6s.) is the published version of Mr. Christopher Fry's one-act play which was produced in London a month or two ago. It is a satirical sketch of a Greek woman, mourning at her dead husband's tomb. Both she and her rather vulgar maid have decided to join the dead man in Hades—he was a civil servant but apparently an attractive one—and propose starving themselves to death to this end. To them, however, appears a soldier who persuades the maid to drink and, when she passes out, makes love on an intellectual plane to her mistress.

When the curtain falls, after a little chicanery over the corpse, it is on the mutual raptures of the soldier and the lady. The style of the writing is flippant and the verse very blank, but there are amusing moments as its performance, rather than its reading, would prove.

I have yet to read a book about mountain climbing that is dull or tedious.

Mr. Douglas Busk is a young mountaineer who already has fifteen years of climbing experience behind him, and it is about this that he writes in a new book, THE DELECTABLE MOUNTAINS (Hodder and Stoughton. 21s.). Mr. Busk is a photographer as well as a mountaineer, and the account of his exploits—which include ski-ing on very high terrain—is illustrated by photographs of the Pyrenées, the Alps, American and Canadian mountains, Persian ranges and Table Mountain in South Africa. As a matter of fact, his interest and keenness on his subject are equally reflected by the captions which constantly give details of film and filter, which are sure to be of use to those experts who, owning both, also like mountains.

RAISING THE STANDARDS OF BOOK PRODUCTION

Two Notable Bird Books are Just Published

We have gone for so long without well-printed, bound and illustrated books that some of the latest publications inevitably invite eulogies. In this long-awaited departure from the rigid wartime economy standards the house of Collins has led the way, and they are to be congratulated on their post-war pioneering.

OUR BIRD BOOK (Collins. 21s.), by Sidney Rogerson and Charles Tunnicliffe, is a particularly fine effort, and perhaps it was a good thing it was not ready for the gaping jaws of the Christmas market, because it would certainly have gone out of print in a trice. *Our Bird Book* was written by Sidney Rogerson for his daughter and illustrated by his friend, Charles Tunnicliffe, their joint idea being to provide a children's book that found a mean between the well-illustrated but over-technical work and the badly-illustrated and sometimes rather patronising non-technical work. They have succeeded admirably, and by superb reproduction of the colour and line drawings, the publishers have done the rest. The book has about fifty colour illustrations, many of them full-page size, and about double that number of line drawings.

A complementary volume to *Our Bird Book* is MASTER-PIECES OF BIRD PHOTO-GRAPHY, by Eric Hosking and Harold Lowes (Collins. 12s. 6d.). Nearly all the great bird photographers are represented here, and it will be readily seen how notably they have added to our ornithological knowledge. Much in the same style is THE WORLD'S BEST PHOTO-GRAPHS (Odhams. 9s. 6d.), of which this is the third series. As usual it is full of remarkable compositions, and on this occasion the landscapes appear to be the most outstanding feature.

HE WROTE IT FOR HIS DAUGHTER: Sidney Rogerson, who has collaborated with Charles Tunnicliffe in "Our Bird Book"

A book with a luxury price, but very much out of the luxury class, is BRUEGEL THE ELDER, in the "Masterpieces of Flemish Art" Series (The Falcon Press. 17s. 6d.). The ten colour-plates in this volume are all reasonably well produced, but the text matter, printed in France, is extraordinarily poor, with leads showing between the lines, letters heavily inked up or not type-high, and general unevenness in inking. Such a publication does no service to the memory of Bruegel.

The great heritage of English lyric poetry is rich in mystical verse, and it is a significant reflection that in this age, supposedly so lacking in faith, men and women are still producing religious poetry of the highest order. Indeed, the number of modern poems included by Sir James Marchant in his ANTHOLOGY OF GOD (Cassell. 7s. 6d.) is quite remarkable, Herbert Palmer, Evelyn Underhill, who wrote *The Uxbridge Road*, and T. S. Eliot taking their places beside George Herbert, William Blake, and John Donne. Such an anthology as this must inevitably invite controversy by reason of its omissions, Wordsworth's "Lines Above Tintern Abbey" and T. S. Eliot's "The Maji" being two that at once leap to mind, but this is a personal choice, and Sir James asks us to share some of the fruits he has gathered from long years of wide reading.

Another book of essentially religious interest is AFTER CONFIRMATION (Skeffington. 5s.), a series of addresses given at Confirmation by the Bishops of Salisbury, Truro, Exeter, Lichfield, Rochester, Portsmouth, Colchester, and Barking. Although the book is dedicated to youth, it has a message for all who have been confirmed, however long ago.

Once across the English Channel, Henrietta Leslie, gayest of travellers, lends enchantment to the most ordinary journey, and as her car bowls along the road from Calais, the reader begins to sense the world of limitless adventure that lies ahead. GO AS YOU PLEASE (Macdonald. 12s. 6d.) is a collection of travel memories, with little to connect them except the author's graceful prose. Miss Leslie is at her best when dealing with the French scene, and as we travel south to the Pyrenées through Abbeville, Chartres, and the chateau country she has many a good tale to tell. Some may feel, however, that the book is too much in the realm of escapist literature. The war hardly obtrudes upon the narrative at all. We cannot live in the world of 1938 and pretend that all the intervening years were nothing but a bad dream.

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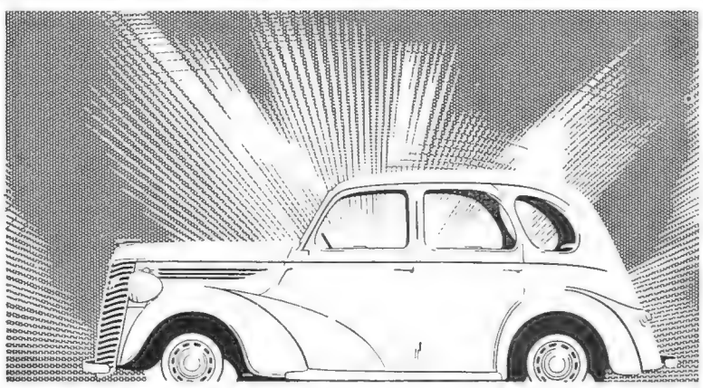

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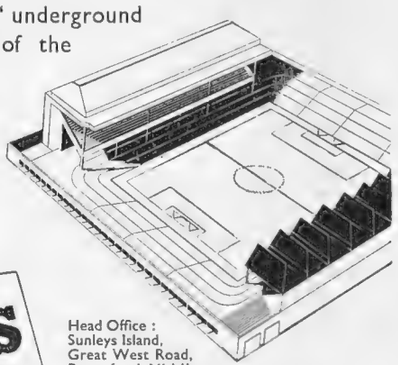

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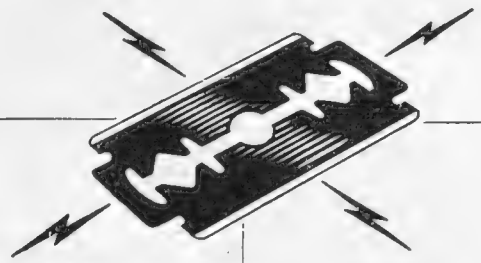

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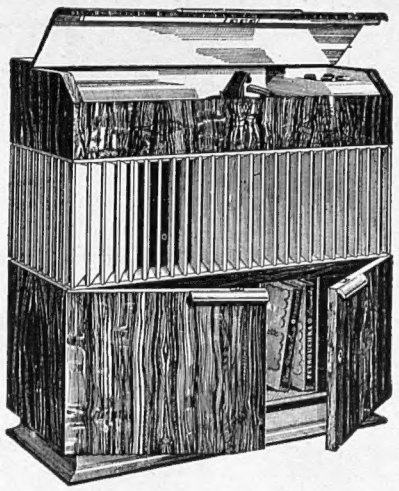

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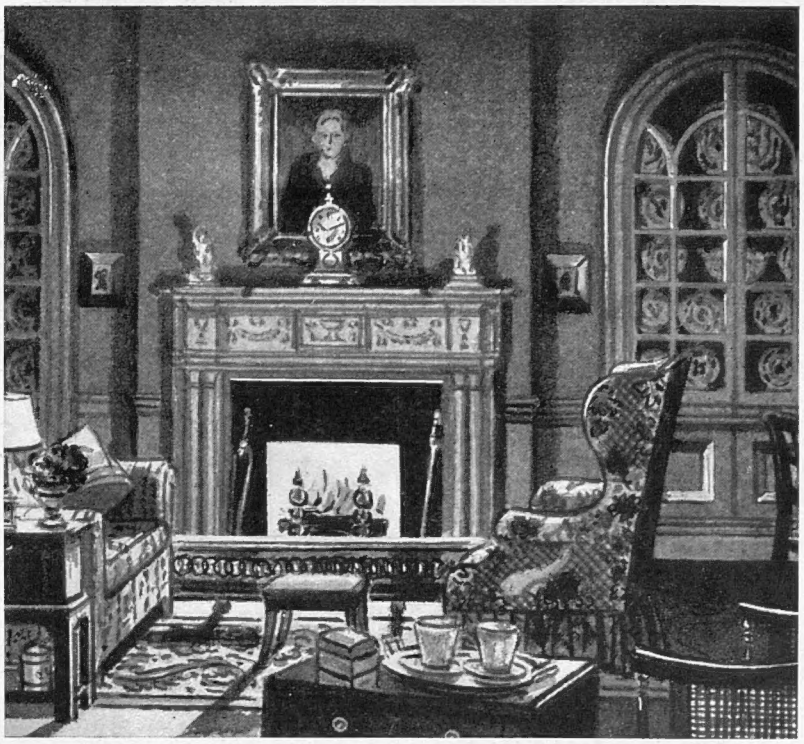

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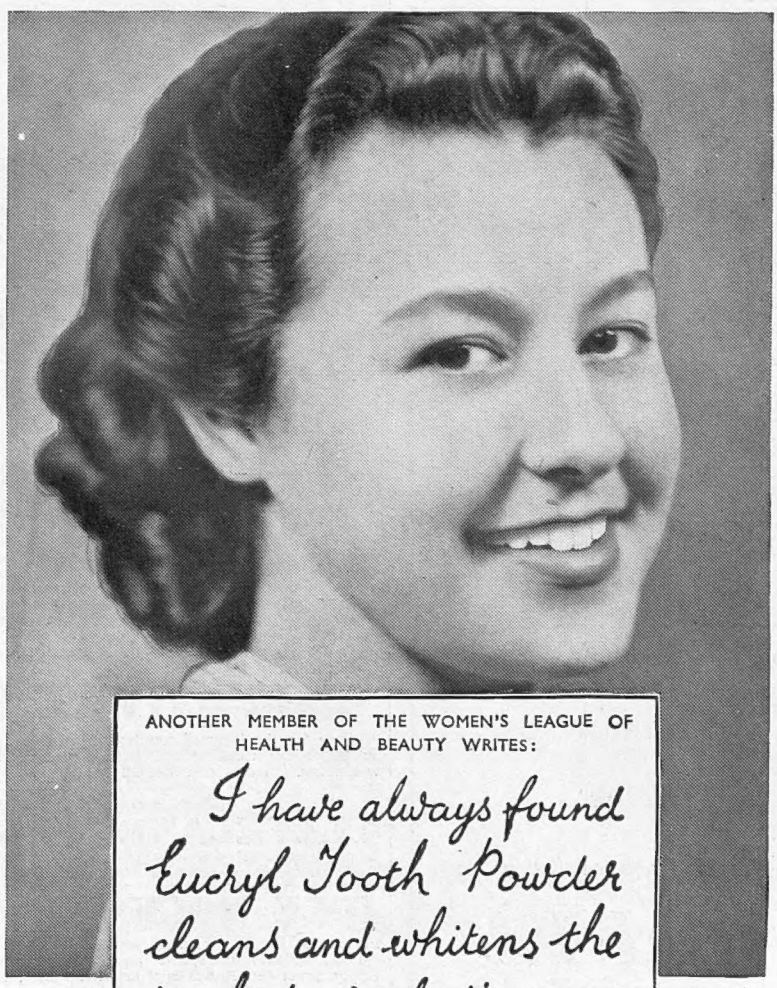

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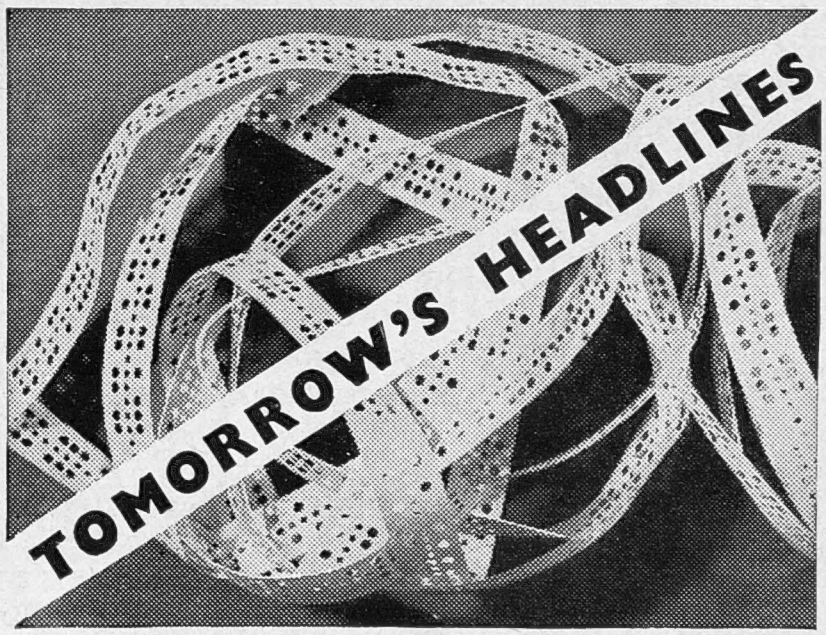

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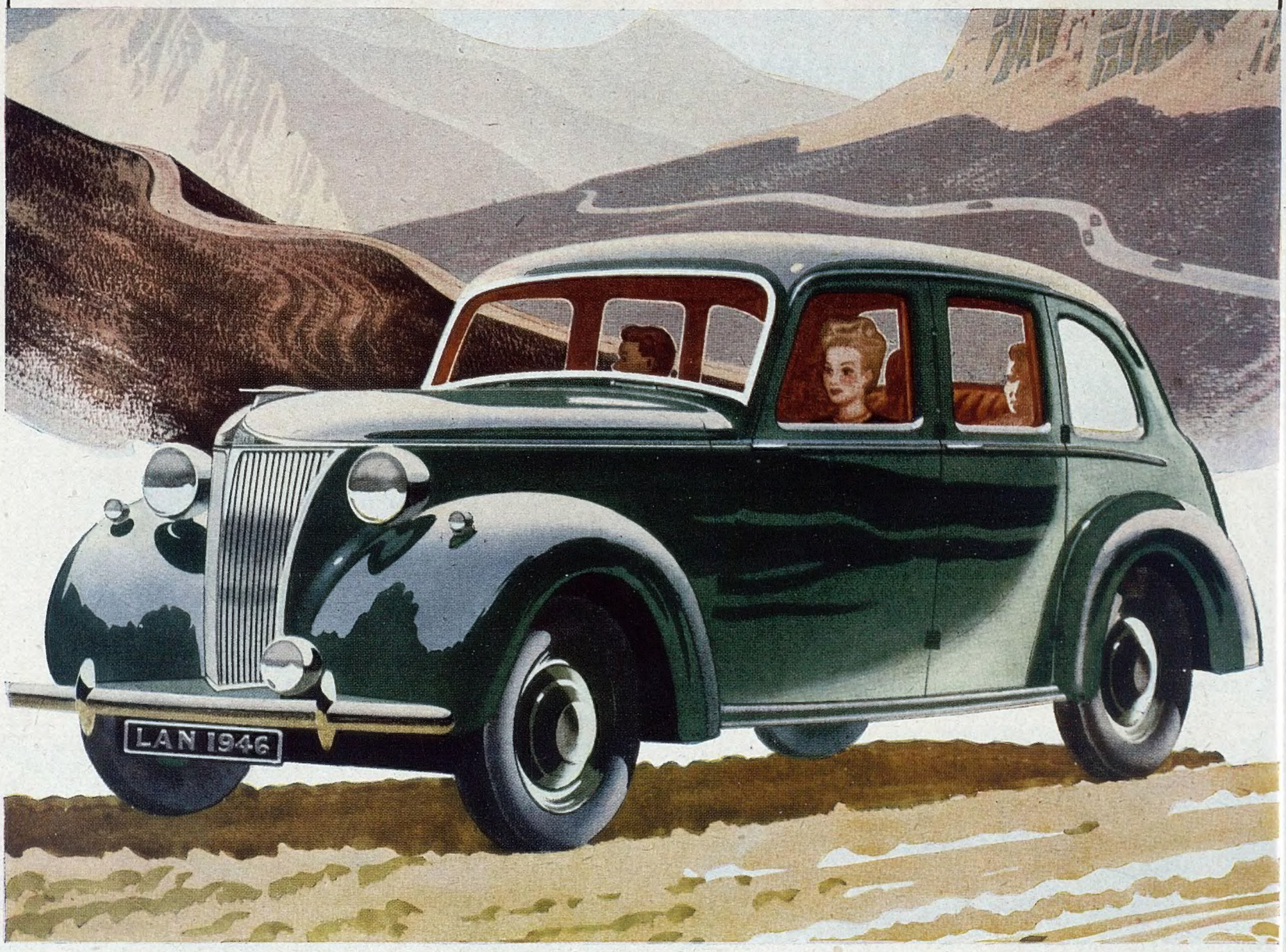

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